MUTINY AND MURDER AT SEA--THE STORY OF THE NANTUCKET WHALESHIP "GLOBE."

BY

EDOUARD A. STACKPOLE

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It was at midnight on that January evening in 1824 when, with the gloom of the deck hiding their movements and concealing their weapons, five desperate men, led by Samuel Comstock, made their way aft toward the companionway leading to the after cabin. At the helm stood George Comstock, the 17-year-old brother of the ring-leader, ~~George Comstock~~, who in a puzzled voice questioned his brother as to why he was being relieved before the watch time was up.

"If you make the least damned bit of noise," was the reply, in tones grating on his ear, "I'll send you to hell!"

Thus did the chief mutineer announce to his startled brother that the mutiny had begun. In the next few minutes he led his fellow conspirators down in to the main cabin, to begin a bloody attack on the captain and the ship's officers--a sequence of unrestrained violence unprecedented in whaling history, developing into a weird and mad drama.

The first full account of the mutiny was written by two of the young survivors--William Lay and Cyrus Hussey--who had not only lived through the tragedy on the Globe but had survived the incredible aftermath of becoming prisoners. This slender volume, titled, "A Narrative of The Mutiny on Board The Ship Globe," was printed in 1828, barely a year after they returned home, and is as much an account of their lives as prisoners

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As has been stated the fateful consequences of that January night aboard the *Globe* began at midnight, when, with the gloom of the sail-shrouded deck hiding their movements, four desperate men, with Samuel Comstock leading, made their way aft toward the companionway entering the after cabin. At the helm stood George Comstock, the 17-year-old brother of the mutineers' chieftain, who in a bewildered voice began to question his older brother as to why the watch was being relieved before its time was up. He raised the wooden rattle; the usual signal.

"If you make the least damned bit of noise," was the reply, in tones that grated low in his ear, "I'll send you to hell!"

Thus, did the leader announce to his startled brother that the planned mutiny had begun. In the next few minutes Samuel Comstock led his companions down into the main cabin; to begin a sequence of bloody attacks on the ship's officers which, for its violence, was unprecedented in whaling history and has little to equal it since.

The first account of the mutiny was written by two of the *Globe's* crew--William Lay and Cyrus M. Hussey--who had not only lived through the tragedy on board the ship but had survived the incredible aftermath of nearly two years as prisoners of South Sea islanders. Titled, "A Narrative of the Mutiny on Board the ship *Globe*," this slender volume was printed in 1828 in New London, Conn., by William Bolles, barely a year after they came home. It is as much an account of their lives as prisoners

of the natives of the Mulgraves as of the mutiny, and has become an important basis on which to enlarge the story from facts uncovered later.

As with all sea stories, the account begins with the departure of the whaleship Globe from Nantucket early in December, 1822. Due to the shoal water caused by sandbars stretching across the mouth of the harbor it was the custom of many whaleships to cross the sound to Edgartown, on the neighboring island of Martha's Vineyard, to complete the fitting out procedures. Nantucket was the greatest whaling port in the western world at this time, and during this year some 40 whaleships cleared from this venerable Quaker seaport.

The Globe was beginning her fourth voyage to the Pacific Ocean, having been built at Scituate, Mass., in 1815, for Christopher Mitchell & Company. She had been a money maker for her owners, bringing home more than 2,000 bbls. of oil on each of her previous voyages. With three masts, of 293 tons burthen, she was approximately 95 feet long, with a beam of 25 feet, and a 14 feet depth of hold, ahe was a good example of a typical whaleship of the period.

It is significant to note that the officers and crew of the Globe were incredibly young. Her master, Captain Thomas Worth, at the age of 29 was the oldest man on board, and he was a native of Edgartown, on Martha's Vineyard, as was his first mate, William Beetle, who was twenty-six. The second mate, John Lombard, aged 25, and the third mate, Nathaniel Fisher, were also residents of the Vineyard, the latter being barely 20 years old. Several crew members were also natives of Martha's Vineyard, while five of the crew were Nantucket men, led by a young boatsteerer (harpooner) named Samuel Comstock, whose 15-year-old brother George accompanied him, both sons of Nathan Comstock, a respected member of the Society of Friends, who had served as teacher and bank cashier on Nantucket before moving to New York City. The second boatsteerer was Gilbert Smith, a Vineyard man, who was the same age as Samuel Comstock at 20 years.

The crew averaged an even younger age. Other Martha's Vineyard men signed on were John Cleveland, aged 21; Constant Lewis, of Tisbury, aged 19; Peter Kidder, aged 21, and his brother, Stephen, 18; Other crew members hailed from various places: William Lay, aged 17, came from Saybrook, Conn., as did Jeremiah Ingham, also 17; Holden Henman, 23, was a native of Canton, Mass.; John Ignatius Prass, aged 14, a Portuguese by, was the youngest crew member on board; Columbus Worth, and Rowland Jones, both of the Vineyard, were 16 years old each; from Boston came Daniel Cook,

a mulatto, was ~~twenty-two~~ 22; Cyrus Hussey, of Nantucket, was ~~seventeen~~ 17; and Paul Jarret, of Barnstable, a Mashpee Indian, completed the original crew. A man named Nahun McLurin, of Bridgewater, who had signed on for the voyage, was taken out of the ship "by order of law," and his place taken by Constant Lewis, of Tisbury, a nineteen-year-pld farm boy from the Vineyard. It is a strange fact that in their account of the mutiny and voyage Lay and Hussey never included Cook or Jarret in their list of crew members.

The Globe began her voyage with a touch of sailors' superstition. Leaving Edgartown of December 15, 1822, she carried away the cross-jack yard and returned to port for re-fitting, and sailed again on December 19, but was forced to drop anchor at Holmes Hole (Vineyard Haven). Finally, the ship got under way on December 20, and proceeded to sea. This delay was considered a bad omen, although the previous excellent record of the ship would tend to place her in a highly favorable light. ~~As a whaleship the Globe was typical of her times, being ninety-five feet in length, in beam measuring twenty six feet nine inches, and thirteen feet, 5 inches depth. She had a square stern and was of 293 tons burthen~~.

Experiencing a heavy northwest gale on January 1, 1823, Lay and Hussey recorded: "The scene presented to our view was one of terrific grandeur, as well as of real danger, but as the ship scudded well, and the wind was fair, she was kept before it.....although the sea frequently threatened to board us." On January 9, they reached the Cape de Verde Islands, a fast passage of twenty days across the Western Ocean. Crossing the equator on the 17th they shaped a course for Cape Horn, and took their first whale--a large sperm, which yielded 75 bbls. of oil. After passing the Falkland Islands, the Globe doubled Cape Horn on March 5th, and headed northward into the Pacific Ocean. Up to this time, the voyage had been of the usual pattern of whaleships.

After two months of cruising along the "off-shore grounds," well at sea off the coasts of Chili and Peru, then on to the Galapagos Islands, the ship headed along the "line," as the equator was called, and on May 1st arrived at the Sandwich Islands--the Hawaiian Islands. After putting in supplies at Honolulu, the Globe sailed for the famous Japan Grounds, where ~~they~~ she cruised with the ships Palladium, of Boston, and the Pocahontas of Falmouth.

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It was during the cruising period "on Japan" that an incident took place on the Globe's decks which would have a fierce sequel a few months later. The ship was sailing in company with the Enterprise, also a Nantucket whaleship, and after several successful days, during which several whales were taken, the two vessels hove to and the crews exchanged visits in the traditional custom of a "gam." Samuel Comstock, who had a reputation as a rough-and-tumble fighter (according to his elder brother, William), challenged others to a wrestling match. Nathaniel Fisher, the Globes's third mate, promptley accepted. George Comstock recounted the episode:

> "Fisher, who being very athletic, took Comstock up and handled him very easy. This made him ashamed and he got into a passion and struck at Fisher, who .... laid him on the deck pretty hard. Comstock then told him he would have his heart's blood for this. But Fisher thought nothing of it."

That Samuel Comstock's hatred for his conqueror became a smouldering part of his plot of mutiny, was another proof of the twisted nature of the man. Only companions as bitter and revengeful as he could have joined in the bloody and insane plot to take the ship.

The long cruise on the Japan Grounds proved highly successful, and Captain Worth was able to stow 550 barrels of sperm oil below hatches. The ship had been at sea for nearly five months, and the prospect of returning to Honolulu for fresh provisions and opportunity for shore leave was welcomed by all hands. It was during this part of the voyage that Lay and Hussey, in their story of the mutiny, wrote: "Many complaints were uttered by the crew among themselves with respect to the manner and quantity in which they received their meat. ...."[24] In several of the statements, recorded by the survivors later, the fact that the food for the crew was often not adequate, and the men not allowed time in which to eat, were the chief criticisms. Like Gilbert Smith, the other boatsteerer, Samuel Comstock was allowed to eat in the cabin with the officers, and also had a berth in the steerage, in the after part of the ship, just ahead of the main cabin, where the cook and steward had berths, as well. Thus, the whaleships of the time were divided into three sections as regards the officers and crew; the forecastle for the crew, the steerage for the boatsteerers, cook and steward and often the blacksmith, and the main cabin for the captain and the mates.

The Deserters and Replacements at Honolulu-- [redacted] the Drama Begins.

No sooner had the ship dropped anchor at Honolulu than the second act in the drama of the Globe Mutiny began. Six members of the crew deserted, and secreted themselves ashore. Captain Worth was able to capture two of them, and promptly placed them in irons, but during the night one of the two managed to slip his hands free and promptly released his companion, and both escaped again to the shore. Some time within the next few days six men found in Honolulu were signed on as replacements for the deserters. Although the Hussey & Lay narrative does not list the crewmen who "jumped ship" their names were Henman, Cook, Prass, Jarret and Lewis. Those who were recruited to replace them were: Silas Payne, of Sag Harbor; John Oliver, of England; Anthony Hanson, of Barnstable, Cape Cod, of Indian blood; Thomas Lilliston, home not given; William Humphries, a black man, of Philadelphia; Joe Brown, a native Hawaiian; and Joseph Thomas, of Norwich, Conn. Another crew member, Joseph Cleveland, was discharged because of illness.

Four of the seven new hands were to become associated with Samuel Comstock as mutineers, and only one of them, Joseph Thomas, managed to escape either the consequences of the act and his subsequent trial. It is, again, an unusual fact that Thomas was not mentioned as an accomplice in the Lay & Hussey narrative. [redacted]. Joseph Thomas was truly a man of mystery. He was an American citizen, having been born in Connecticut, but little else is known about his life.

Perhaps the best account of the hours just before the murderous attack by the mutineers was given by George Comstock, the 16-year-old younger brother of the chief mutineer. In a statement prepared for Gorham Coffin, one of the owners of the Globe, he wrote:

> "It was Sunday, January 26, 1824, and the ship had run down to the southward of the equinoctial line, cruised a short time for whales then shaped our course .... for Fanning's Island. The sun rose proud and magnificent, and spread her warm rays over the unhappy mortals it should never behold on earth again. About 7 o'clock we were told to get breakfast; we retired to the forecastle and the officers to the cabin. .... We had a large supply of provisions on board, but when we went down to meals we would scarcely have the victuals brought down before the 2nd Mate would come with this cry: 'Where are you there, forward! Come out of that, or I will be among you.' Then, if we did not start immediately, the Mate or the Captain would come along, also, and with oaths threaten to break our backs if we did not come up the instant after we were called."

The new members of the crew were, according to Comstock and the other survivors, "a rough set of cruel beings," and the treatment by the ship's officers gave them all the excuses necessary to complain. Perhaps Captain

Worth believed strong discipline would keep the new recruits in line more readily, but it proved to be of an oppoisite reaction, George Comstock's account gives us the only contemporary picture of what took place aboard the Globe just preceding the mutiny.

> "On this day Captain Worth came and ordered us out of the forecastle with his usual oaths and threats. When we came up he ordered us to take a pull at the fore brace, and while this was being done he spoke to one of the men somewhat in this manner: 'I will knock the hell out of you if you don't come out of the fo'c's'le quicker next time!' The man replied: 'You will pay for it if you do.'

Other reports in depositions revealed the rebellious sailor was Joseph Thomas, one of the new hands brought aboard in Honolulu. In a statement by Gilbert Smith~~, a boatsteerer who later played a leading role in the escape of five survivors,~~ Joseph Thomas "insulted the Captain, for which he was whipped with the end of the main buntline." Again, we must go to George Comstock's account for the details of that morning of Januaty 26, 1824, when the youthful narrator wrote:

> "Captain Worth then struck him [Thomas] with his fist, but the man by flinchin, escaped the blow and ran forward. The Mate followed him and took him aft. The Captain, after catching him by the throat began whipping him witha 2 1/2 inch rope. We all assembled aft; some where for speaking to the Captain not to whip the man so unmercifully, but none had heart to speak. One of the boatsteerers came and told us to revenge it, and he would see us out, but we did not want to do anything to produce a quarrel with the officers. When the Captain had whipped the man until he had bruised his back in a shocking manner he sent him forward."

There can be little doubt that the boatsteerer who then called for the men to revolt was Samuel Comstock, the boatsteerer (as the harpooners were called), but aside from the obvious revulsion at witnessing such a beating no members of the crew volunteered to step forward and protest.

Shortly after this episode the Globe sighted the whaleship Lyra, of New Bedford, Captain Joy, a Nantucket man, and the two ships sailed in company, as they had previously done while on the Japan Grounds. As was the custom during these "gams" several boat crews visited the other ship. The Globe was intending to cruise to Fanning's Islands, a few miles south, and George Comstock declared he and a number of his shipmates intended to escape to the woods at Fanning' Island, He wrote: "I had been well used by the Captain, but forseeing there would be some noise between the crew and the officers I was determined to leave the ship to get rid of such dissension."

But the Globe never reached Fanning's Island. ~~After agreeing~~ Upon his agreement to sail in company with the Lyra, Captain Joy ~~having been~~ after visiting the Globe, returned to his ship, ~~and~~ Captain Worth ordered a light to be displayed in the rigging at night preparatory to tacking ship, so that the other vessel might do the same. Even before the close of that day, Samuel Comstock and the men destined to be the mutineers, were making their final plans. The words written later by the 17-year-old George Comstock, younger brother of the leader, conveyed the mood of the coming tragedy:

> "Night came; the sun set, for the last time for some. Ah, fleeting, indeed, are the moments of mortal man. Undiscovered, unbetrayed, these murderous, treacherous and deceiving wretches now began their work. I say the sun set not willing to behold the bloody conflict!"

Mutiny at Midnight--"O Horror, Horror, Horror! Tongue Nor Heart Cannot Conceive Nor Name Thee."*

In the history of whaling, at this time it was the custom of most whaleships to regard the boatsteerers (harpooners) as junior officers, and they were regularly employed to command watches on deck during the night hours. The first watch that night was under the command of Gilbert Smith, which continued until 10 o'clock, when it was relieved by Samuel Comstock, the next boatsteerer. George Comstock, being a ship-keeper, that is not with one of the boat crews, had been assigned to this watch under his brother. His story is the only actual account of what took place on the deck of the Globe that night. He began:

> "It being my relief at the wheel, I took it to stand from 10 o'clock until midnight. The boatsteerer [Samuel Comstock] came to me and told me to keep the ship with a good full [keep the sails drawing]....several times he cursed me because I had the ship in the wind. I took no notice of this 'till my helm was up, and I took the rattle to shake it [to summon] for my relief, but I had scarcely begun to shake it when Comstock came to me and said: 'If you make the least damned bit of noise I'll send you to hell!' This was very alarming to me--suspecting nothing."

Samuel Comstock had planned the mutiny carefully. Carrying a lantern in one hand, and a sharp axe in the other, he ~~appeared~~ stood before his bewildered brother, a menacing figure in the gloom of the midnight. Lighting the lantern at the binnacle, he approached the entrance to the companionway leading to the main cabin aft. Out of the darkness their suddenly emerged his fellow conspirators--Silas Payne, John Oliver and William Humphreys--the former carrying a boarding knife, a long-bladed, double-edge implement used in cutting blubber, the others armed with other weapons. Thomas Lilliston, who had joined in the plotting, was with the group at this moment, but when he saw the assortment of weapons and realized the potential danger, he quickly turned away and slunk forward into the night.

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*Macbeth, Act 2, Scene 3, Shakespeare.

The violent drama of the next few minutes was reported by sixteen-year-old ~~[illegible]~~ ~~[illegible]. Sixteen-year-o~~ld George Comstock, ~~[illegible]~~, ~~was~~ still at the helm of the ship when, almost paralyzed by fear, he watched the mutineers descend the cabin companionway. With the events etched in his memory, he wrote ~~[illegible]~~:

> "The first that I knew of them having begun their work was [the sound of] an axe, which I distinctly heard on deck, and was afterwards informed was Comstock, when he struck the Captain, who lay in a hammock in the [main] cabin, his stateroom being too warm to lie in. At the first stroke, he cut the top of his head very nearly off. He repeated the stroke and then run to Paine, who it seems was stationed with a boarding knife to stick the mate [Beetle] as soon as Comstock struck the Captain--which was immediately done. But he boned the knife, which awoke the Mate, who begun thus--being awoke so sudden: 'What-what--what is this! Paine! Comstock! Don't kill me! Have I not always....." Here Comstock interrupted him: 'Yes, you have always been a dammed rascal! You tell lies about me out of the ship, Will you! It is a dammed good time to beg now --you are too late!' The Mate then clinched him by the throat and knocked out the light, and Comstock lost his hatchet, but singing out loudly for the hatchet, being choked very hard by Beetle. Paine felt for one and accidentally put his hand on one, which Comstock took and hit Beetle over the head with it and broke his skull. The mate fell down in the pantry, and there lay groaning until Comstock dispatched him."

At this time, Humphries, the black mutineer, was holding the lantern, while Oliver managed in the cramped space of the mate's stateroom, to get in a few blows at Beetle. The light was flickering and Samuel Comstock, with the coolness of a madman, took up another lantern and lighted it. Taking two muskets from the gun locker, he quickly loaded them, and then took the first lantern to the deck to re-light it at the binnacle. His brother George was still transfixed at the wheel, and was weeping. He asked the unnatural brother if he intended to hurt him. The reply: "If you talk that way, we will." He then returned to the cabin.

The other boatsteerer, Gilbert Smith, in the steerage a few feet away, had been aroused from sleep by the sound of the mutineers at their deadly work in the cabin. Making his way to the deck by the steerage ladder, he went quickly aft the the helm, where he first questioned

George. ¶Then, looking down the companionway, he saw the blood-covered body of Captain Worth and, terror-stricken, heard Samuel Comstock calling to the second and third mates who were in their stateroom. Smith recalled:

> "Comstock, with a boarding knife in his hands, said to the second mate, 'Don't you open that door!' The mate said he would give anything he had there to save his life. Then Comstock spoke very loud, swinging his hands. 'I am a bloody man, I have a bloody hand, and I will be revenged.' The second mate repeated, several times: 'Comstock, what is the matter?' No answer was made by Comstock. The second mate entreated to be allowed to go on deck, that he would give him anything he had to let him go into the forecastle or jump overboard. I heard nothing from the Captain or Chief Mate at this time. I thought them to be asleep. After this I went forward."

This is the second ~~only~~ contemporary account of what was taking place in the cabin at this time. One of the owners of the Globe, named Gorham Coffin, the uncle of Rowland Coffin, one of the young crew members, was highly critical of Smith's actions during this ~~[illegible]~~ moment. Mr. Coffin stated:

> "We view Smith, the only officer at liberty, so completely panic struck that reason has taken its flight, and with it he flees, not knowing whither, but thinks he went into the forecastle, the sleeping place of the sailors. Here, he perfectly recollects young Coffin asking what the trouble was aft."

It is true that Gilbert Smith made no effort to rally the crew at this time. Completely unnerved by the brief glimpse of the bloodied corpse of Captain Worth sprawled on the cabin floor as he peered down the companionway, he was in a state of shock. Anthony Hansen, the cook, also awakened in the steerage by the disturbance, had followed Smith into the forecastle, and arrived just as the boatsteerer was telling the sleepy watch below that the mutineers were killing the ship's officers. Even while he was speaking the sound of musket shots aft came sharply to the ears of the assembled crew.

In the interim, Samuel Comstock had come on deck, re-lighting a lantern and preparing for the assault on the cabin shared by the second and third mates. He asked his brother, at the helm, if he had seen Smith. George, now thoroughly alarmed, reported the incident:

> "I asked him if he was going to hurt Smith.....He said 'Yes,' he should kill him and asked where he was. I told him I had not seen him (although he had been aft talking with me) for fear if I told the truth he would kill him or go in pursuit of him."

Thus, the fear-stricken brother helped save the life of a shipmate who, later in the game, was to become a key man in the narrative.

Samuel Comstock, in returning to his fellows in the main cabin, took up one of the loaded muskets and, pointing it at the door of the stateroom in which the two mates had locked themselves, fired one shot. Third Mate Fisher was shot in the mouth, and when the mutineer leader called out, asking if anyone was hurt, Fisher replied that he had been struck. Prior to the discharge of the gun, Second Mate Lombard had asked: "Are you going to kill me?" To which Comstock, in a peculiarly casual manner, replied: "Oh, no, I guess not."

The two mates opened the door only to have Comstock thrust at Lombard with the bayonet-attached gun. The aim was a miss when Lombard twisted his body quickly, grabbing Comstock as he literally fell into the stateroom. At this juncture Fisher was able to wrest the gun from the boatsteerer's hands and promptly placed the bayonet against his heart. However, the man hesitated, and Comstock, with a remarkable coolness, told him to put the gun down. Had Fisher ~~he~~ stabbed the mutineer leader the outcome might have still been in doubt, as Payne and Oliver were also armed. Instead, Fisher, seeing the body of Captain Worth, with his blood-spatered body dragging from his hammock, dropped the gun.

Comstock quickly picked up the gun and, without hesitation, plunged the bayonet into Lombard's body. Withdrawing the lethal blade he again thrust it, twice more into the stricken second mate. Turning to the third mate he snarled: "There is no hope for you, either, Fisher! Remember the scrape you got me in with that wrestling match!" George Comstock's narrative gives the raw details:

> "And now, to die like a man, Fisher turned around, back to, and told him he was ready. Comstock then put the muzzel of the gun to his head and fired--killing him instantly. Lombard was then begging for his life, but Comstock repeated: 'I am a bloody man and have a bloody hand and will be revenged!' He then run him through the body again, and Lombard begged for water. 'I'll give you water!' cried Comstock and again ran him through, and left him for dead."

Thus, in an incredible sequence, the leader of the mutineers had virtually become the murderer of the Captain and the three officers of the whaleship. The cunning of the plotter had been succeeded by the violent action of a man crazed by revenge. But, there was another motive in his warped brain--a plan for his future in which he envisioned ~~being~~ becoming the king of a South Sea island away from the haunts of the whaleship. ~~But this was revealed later~~.

Still gripped by his madness, Comstock ordered the bodies of Captain Worth and Mate Beetle to be thrown through the cabin windows. He dispatched Oliver to summon the men from the forecastle and order them to make sail. By daybreak he wanted to be out of sight of the Lyra, and so directed the light to be shown in the rigging indicating the ship was tacking, so that the Lydia could follow suit. But he kept the original course, thus assuring the ships would be further apart by morning.

Gilbert Smith's actions up to this point were of a man who wanted to preserve his own life--a natural decision, considering the bloodthirsty performance of the mutineers. As has been noted, with the first sounds of the disturbance in the cabin he had left the steerage, gone quickly aft to speak to George Comstock at the helm, and then gone forward to the forecastle head. Here, half concealed, was Columbus Worth, one of the young men on watch, who had seen the mutineers slinking aft with weapons in hand, and had become frightened. Smith led the way into the bow peak, where the cables were stowed, and then decided to go down into the forecastle, bringing Worth with him. Here he found the men were unaware of the trouble aft, and he then told them the mutineers were killing the officers.

At this moment, the sound of a musket shot was heard, sharp and with a definite effect on all hands. Smith stood at the forecastle ladder, trying to decide his next move. Some of the men urged him to hide himsel; others advised going aloft. It was at this moment that the young boatsteerer made up his mind; to face the situation squarely. In a deposition, under oath, before the American Consul, months later he stated:

> "I declined the suggestion to hide, and thinking it better not to appear afraid of them went aft. Looking down the companionway I saw William Humphries, the black stward, with a lantern in his hand. I asked him what was the matter and he said I would know shortly. I then spoke to George Comstock and found him crying.... he said he did not know what the matter was about. I then went forward to the forecastle the second time. Soon after, I heard Comstock on the quaterdeck giving Oliver orders to call the people up to make sail. I was the first to come, the rest following me. Comstock called aloud: 'Where is Smith?' I answered: 'Here I am.' I walked toward him. He met me opposite the mainmast, and asked me if I was for him. I told him I would do anything he wanted me to do if he would spare my life. Then he said: 'Damn you, I will say what you will do! Go forward--set the foretopgallant sail and flying jib,' and put his hand on my shoulder."

Comstock Assumes Command--His Mad Destiny Continues as The Globe Sails On.

Now in complete control of the ship, Samuel Comstock, with his three conspirators by his side, declared himself captain. He ordered several of the crew to drag the bodies of Lombard and Fisher to the deck. With lanterns illuminating the scene he thencommanded the bodies be thrown over the side. Fisher's dead body was quickly committed to the sea, but incredibly enough Lombard was still alive. As he felt himself going over the rail, with a spasmodic effort he managed to cling to the plank-shear, calling: "Comstock--you said you would save me!" But the chief mutineer, his half-crazed mind having no pity,struck at the doomed man's hands and he lost his grip and fell into the sea. Even then, he began to swim, clearly observed by those on board. As the light in the Lyra's rigging could still be seen, Comstock apparently feared Lombard might be able to swim that distance, as he ordered a boat lowered . But, while the lines from the davits were easing her down, he ordered the boat hoisted up again. It suddenly occured to him that the boat's crew might attempt to escape by rowing toward the Lyra, and he sharply ordered the return. It was now close to 3:00 o'clock on the morning of January 27. The crew was sent below and only the mutineers kept the deck. Dazed by the turn in events the faithful hands were completely unnerved by the sight of the bodies of Lombard and Fisher being thrown into the sea.

In Gilbert Smith's deposition he stated: "At this time, we knew nothing of the Captain or the Mate, until we heard Comstock say their bodies had been shoved through the cabin windows." From George Comstock's account the terrible indignities to Captain Worth's body is recounted. A boarding knife was thrust through his dead body until it protuded from his throat and an axe driven into his head. Mate Beetle was apparemtly still alive, although unconscious, when he was thrust through the after cabin window and into the sea.

One of the youngest members of the crew was Rowland Coffin, at 16, a nephew of Gorham Coffin, of the firm of C. Mitchell & Co., the owners of the ship. He was a favorite of Captain Worth, and was accused of "curry-favor, a seafaring term denoting favoritism because of his relationship with one of the ship's owners. By coincidence, young Coffin was also a favorite of Samuel Comstock. It was alleged by some that he had a knowledge of the planned mutiny, but this was never substantiated. Before it was known that he would never return home, Gorham Coffin came to his nephew's defense. In a letter to the Hon. Daniel Webster, who he requested to defend him, Coffin took an opportunity to bitterly critcize Gilbert Smith for not leading the crew in an effort to re-take the ship.

Such a judgment, made after the news of the initial mutiny had taken place, would seem unfair. At this moment in the narrative of the disaster Smith was a marked man. Had he given any sign that he might lead a counter revolt the blood-thirsty mutineers, still controlled by their leader, Samuel Comstock, would have killed him on the spot. The next event in the desperate story, clearly proves this fact.

William Humphries, a black man, one of the mutineers, had been appointed cook. On the second day following the mutiny, George Comstock, who had been delegated to keep track of the food supplies, went into the pantry where he surprised Humphries loading a pistol. Alarmed, George hurried to the deck and reported this to his brother. Humphries was then promptly grabbed and bound, and confronted by his fellow conspirators.

A few hours before, Samuel Comstock had assembled all hands on the deck and issued a series of rules, to which they were all bound and would respect upon pain of death. Among the rules was that any one who sighted a sail and did not report it would bekilled; and that any one refusing to fight an attacking vessel was also doomed to death. The manner of execution was shocking enough--the guilty one would be boiled in whale oil in the trypots!

Humphries explained his actions by declaring he had heard something which made him afraid of his life. Pressed for details he stated that Gilbert Smith and Peter Kidder were plotting to re-take the ship. Comstock immediately ordered a trial, with a jury composed of his companions, Silas Payne and John Oliver, and two from the crew--George Comstock and Rowland Coffin. The trial was a mockery, inasmuch as the mutineers had already determined the verdict. The "jury" found Humphries guilty and he was then sentenced to be hung.

The condemned man offered no resistance. Realizing the mutineers were men of violence and his association with them had never developed into a friendship, he met his fate stoicly. As the noose was placed over his head he said quietly: "Little did I dream I would come to this...." His last words were cut off by the tightening of the line. He was hung from the boom of a studingsail, rigged out from the foreyard. All hands were compelled to haul on the line when Comstock struck the ship's bell. A heavy blubber hook was tied to his feet when he was thrown over the side to sink quickly into the sea.

The Globe's Cruise For The South Sea Island -- Where Comstock Would Reign as King.

As master of the ship Samuel Comstock now appoined Silas Payne as his chief mate, with John Oliver next in line of command. Lilliston was also in the higher echelon. George Comstock became the steward, and also accounted as one of this group. It is difficult to assess the actual participation of either young Comstock or Rowland Coffin. Both had been onlookers during the mutiny and its aftermath. It is probable that they realize their own safety depended on the protection Samuel Comstock could provide. The mutineers were in control; their fierceness clearly indicated they would brook no opposition.

One of the glaring ommissions in the Lay & Hussey narrative of the mutiny is the lack of information concerning their shipmates. Cyrus Hussey was the ship's cooper, and young Rowland Coffin had been his assistant, and yet the narrative contains little or nothing of the fact that Coffin was accused of being friendly with Samuel Comstock. Little of a descriptive nature is given as to the character of other crew members, as well.

While the Globe was aided by favorable winds, Samuel Comstock set a course nearly due west. During the next two days much of the ship's whale oil cargo was tossed over the side, together with deck gear and supplies. From January 27 to February 7, 1824, Comstock maintained his course and on the latter date the northernmost islands in the Gilbert group (called the Kingsmills by the whalers), in latitude 1° 27' north and longitude 175° 14' east. George Comstock stated:

> "After coming up with the land we saw innumerable quantities of cocoanut trees and other kinds on a narrow sand beach not over 20 rods wide. We run alongside of it and soon saw a number of inhabitants on the shore.....They tattoo themselves and appeared to be quite hostile. We run along the shore, and at night luffed and endeavored to beat off shore."

It was now apparent that Comstock wanted to keep away from the known track of the whaleships, and he turned his course to the north, approaching the Marshall group of islands. As he came up to them he sent a boat ashore, but did not land as the natives were obviously hostile, and attempted to steal from the boat. The mutineers fired at the natives, and wounded some of them. Hoisting the whaleboat's sail they chased a canoe paddled by two natives and, overtook it, only to fire their muskets at the two occupants. The Lay ~~and~~ & Hussey story reported the incident:

> "The natives immediately ceased paddling; and upon approaching them, discovered one native was wounded. In a most supplicating manner they held up a jacket .... and some beads, giving their inhuman pursuers to understand that all should be theirs if they would spare their lives! The wounded native laid down in the bottom of the boat, and from his convulsed frame and trembling lip, no doubt remained that the wound was mortal. The boat then returned to the ship ..... Here was another sacrifice; an innocent child of nature shot down merely to gratify the most wanton and unprovoked cruelty...."

From the 10th to the 12th of February, the Globe skirted the chain of land, allowing some of the native conoes to come alongside so as to obtain some cocoanuts and fish. They also took on board a number of the native women, retaining them overnight and bringing them back to the shore the next morning. The vessel continued its slow cruising until Comstock found the island where he could carry out his ultimate plan.

The real motive of Comstock now became evident. Like most of the seamen of the time he was familiar with the account of the famous mutiny on the Bounty, and of the mutineers reaching Pitcairn Island, where the ship was burned. Now it was apparent that the chief mutineer of the Globe wanted to reach a South Sea island, where he could land and establish himself as the virtual king, and burn the ship--thus destroying the evidence of the Globe's identity. The shore structure at the island called Mili --in the Mulgrave group--made it possible to get the ship within a few yards of the beach. Here, the cargo wanted could be unloaded, the ship set afire, and the remaining hulk would sink completely out of sight.

A raft was constructed to serve as a landing place, using spars laid across two whaleboats, with one end placed on the shore and the other being kept seaward by an anchor. This proved satisfactory and a second raft was built as an addition to the first. The mutineers, all armed, ordered the crew to start the arduous task of unloading the ship, and all hands were so engaged. Forty barrels of beef and pork; casks of bread (hard tack); eight barrels of flour; three 6-gal. casks of molasses; chests of tea and coffee; boxes of sugar, dried apples, cranberries; ship's tools, spare spars, coils of line, and a quantity of extra sails were landed.

On Monday, the 16th of February, the first sign of distrust between Comstock, the mutineers' leader, and Silas Payne, his designated second in command, now showed itself. Comstock had gone ashore to take charge of the stock-piling of the supplies landed, while Payne was on board the Globe supervising the removal of the stores. News that Comstock was making presents of clothing and material to the natives reached Payne on the ship, and he sent a message to the leader stating if he did not stop this action he, Payne, would "quit the ship and come on shore."

Samuel Comstock ~~Immediately~~, upon hearing this message, immediately sent for Payne to join him at the encampment. The two met in a tent but the angry words between them was heard clearly by the assembled men --both faithful hands and mutineers. After a long and angry debate, Samuel Comstock made a statement, which according to the Lay + Hussey account, was as follows:

> "I helped take the ship, and have navigated her to this place. I have also done all I could to get the sails and rigging ashore, and now you may do what you please with her. B ut if any man wants anything of me, I'll take a musket with him!"

This strange offer for a duel was apparently no surprise to Payne, who quickly answered: "That is what I want, and I am ready."

But Comstock was not ready for this turn of events. "I will go on board once more, and then you may do as you please."

The once commander of the mutineers was now approaching the crisis of his association with his fellow conspirators--and he realized his position. After remaining on board the Globe for a short time, (during which he burned his so-called "Laws," a series of threats against any man who did not report sighting a ship, or refused to fight another vessel,) he turned to those on board and challenged them to fight him. There was no response. He then prepared to return to the shore.

"I am going to leave you, " he said. "Look out for yourselves."

At this time these crew members who had taken no part in the mutiny, either before or after the event, had no concept of the impending break in the ranks of the mutineers. Gorham Coffin, the uncle of Rowland Coffin, ~~one of the youngest members of the crew, and a member of the firm owning the ship,~~ had been disturbed by several statements by the survivors which indicated young Coffin had some knowledge of the impending revolt--also, had become a favorite of Samuel Comstock. With the help of George Comstock, he reconstructed certain statements made by Rowland Coffin at the time the ship was being plundered at Milli Island. He wrote to Daniel Webster, who he wished to handle any case against his nephew, and after summarizing the incidents, stated:

> "Young Coffin, while Comstock had command, and while they were getting on shore the plunder from the ship with all haste, in order to burn her, as Comstock said, and they all believed--Coffin said those transactions were beyond his control. But the stigma of them would be so great on their characters, should they ever return to their country again, that he had no desire to leave that island until taken off a prisoner. This has been the only manly expression which has been reported, ~~of them,~~ looking beyond their then situation.This has been distorted into circumstantial evidence of guilt by those of riper years and less sensibility."

~~This information was sent to the great lawyer at a time when it was believed the crew of the *Globe* were still at Mili Island--such information having been supplied by the news that the ship had been reported at Valparaiso, Chile, in the hands of five survivors. How this amazing situation developed is another part in the bizarre story of the mutiny's aftermath.~~

The End of Comstock's Dream--The Beginning of The Extraordinary Escape of Five Men.

When Samuel Comstock returned to the shore he went into the main tent again with Payne. What the two men discussed is not known, but it was recorded that Comstock appeared outside with a sword in his hand, removed from its scabbard, declaring with typical bravado: "This shall stand by me as long as I live." After obtaining a cutlass, knife, and some fishing hooks and lines, the once leader of the mutineers left the camp and went into the path leading to the native village, a league distant.

Payne went aboard the ship, where he confessed his anxiety as to the next move he felt Comstock would make, stating he expected his former comrade would attempt to persuade the natives to attack the camp. Upon his return ashore the mutineers prepared for such an emergency. At dusk Comstock was seen with a band of some fifty natives, but as they watched the assemblage disappeared in the direction of the village.

During the night sentinels were posted and an anxious night was spent by the entire camp. Payne was now in a position to put in operation a plan to kill Comstock. In an effort to enlist the support of Gilbert Smith, the only surviving junior officer in the camp, he proposed to Smith that he take a musket and shoot Comstock when he appeared. But Smith refused to make such a move, realizing he would then become an associate of the mutineers. John Oliver, however, agreed this was the next step. The mutineers loaded several muskets and stationed themselves in strategic positions to await the appearance of their former leader.

In the early morning light of February 17, 1824, Comstock was seen walking toward the main tent. As the muskets were partially concealed, and Comstock came from a direction in which shrubbery times, his approach seemed almost deliberate, until he came into a clearer view. He drew his sword and advanced more quickly, but when he suddenly became aware that several muskets were pointing at him, he stopped and waved his hands: "Don't shoot me! Don't shoot me!" he called out. "I will not hurt you!"

At that moment the muskets were discharged, and two bullets struck him--one through the body and one into his head. He died instantly. But Payne, aroused to a frenzy by the fall of the arch mutineer, and fearful he still lived, rushed forward with an axe. With a fierce sweep he brought the weapon down--nearly severing the fallen man's head from his body!

Thus, the young whaleman who had planned and carried out the most violent mutiny in the history of whaling, met an end to his own life which symbolically matched the old Bibical expression, "an eye for an eye." Barely twenty-five days before, he had wrested the command of the ship and assumed the role of leader over a few desperate and degenerate men. It was a moment when some of the loyal members of the crew could have rushed the three mutineers--Payne, Oliver and Liliston--whose discharged muskets were still in their hands. However, in fairness to the faithful crew there had been no plans for re-taking the ship; they were segregated--some on shore and some on land--and they had no leader whose presence induced confidence in the success of such a plan.

All hands were immediately called to attend a burial service. The body of Comstock was sewed in part of a sail; a grave five feet deep was dug; every article associated with him was tossed into the grave; a board placed over the collection and then the whole covered with beach sand. Payne, singularly enough, then ordered Gilbert Smith to read a passage from the Bible over the grave. A musket was fired--another weird touch to the entire ceremony.

The transition of Gilbert Smith, the junior officer, the surviving boatsteerer, from a passive resistor to the leader of his fellows, took place in the next few hours. There can be no question as to the fair appraisal Gorham Coffin had made of the situation when the *Globe* first reached Milli Island. ~~and~~ Following the death of Comstock it had become even more significant--with both Payne and Oliver relaxing "much in their discipline; the head one of the two to laying aside his weapons of defense and going deliberately to work in building the ship. " Mr. Coffin's criticism continued:

> "Here we had six men, one of whom was an under-officer [Smith] and not one of them with the . . . courage enough to propose calling on the four boys (Hussey, Lay, Coffin and Worth), every one of whom was known to be innocent, for assistance to tie the two mutineers, put them in irons, of which they had plenty, replace everything on board the ship, take on board the two mutineers, and proceed to safety. These are reflections which some of them were capable of making, when they found themselves out of reach of the mutineers, and how must their want of courage be accounted for, to the satisfaction of the owners of the ship and to the public."

This was an indictment which must be considered in the light of what next transpired and in the development of the later circumstances which, in some ways, serve as twin sequels to the mutiny's aftermath.

The Saga of Smith and His Companions--Escape With The Ship During The Night.

In retrospect it would appear that Gilbert Smith made up his mind to attempt an escape with the ship soon after the murder of Samuel Comstock on the morning of February 17, 1824. Payne had ordered six men to go aboard the ship, and under Smith's direction continue the removal of supplies. At a favorable moment on board, he announced his plan to four of his shipmates, two of whom were Peter and Stephen Kidder, brothers, and, like Smith, residents of Martha's Vineyard. Young George Comstock, sent aboard to work, and Anthony Hansen, the Cape Cod Indian, were also taken into the conference.

Smith was the only one who could navigate and he realized that he needed one of the binnacle compasses which Payne had ordered brought ashore. There was a hanging compass in the master's stateroom, and Smith took it with him on one of the trips ashore and substituted it for one of the binnacle compasses, which he managed to bring back to the ship. During the afternoon, Peter Kidder was ordered to return ashore. Being desperate for the opportunity to join Smith, he went to Payne seeking permission to go back to the ship, where his brother lay ill in the forecastle. Payne agreed, provided he arrange for a substitute with the shore gang, and Peter was able to do so when Brown, the Kanaka sailor, a native of the Sandwich Islands, was willing to exchange places.

It is apparent that Smith felt he could not communicate with his other shipmates at this time for fear of his plan being discovered. When night fell he found one unexpected member joining his party. It was Joseph Thomas, who was thoroughly disliked by the faithful hands. He ~~and one who was~~ had been aware of Samuel Comstock's mutinous plot and, despite an invitation to join, decided against it.

In the story of the Globe Mutiny, by Lay and Hussey, the best account ~~accoun~~t of that exciting night ~~when the ship disappeared~~ is that of Smith, ~~chief actor in the scene on the ship's decks,~~ who described the ~~scene~~ action after the men on board had completed their preparations to escape. A variety of weapons--a musket, three bayonets, and some whale lances--were at hand to repel Payne, Oliver and Lilliston should they discover what was happening. The ship was moored bow and stern. A handsaw, well greased, was laid on the windlass to saw the bow cable, and a hatchet was placed by the mizzenmast to cut the stern hawser as soon as the ship, released from the bow cable, swung off and headed off-shore. With the falling light, men were sent aloft where, at the proper moment, the sails on the fore and main masts were ~~were~~ to be loosed and the reefs turned out ~~on the fore and main masts.~~

Stephen Kidder added his recollection of that night: "Every man on board exerted himself to the utmost of his ability to get the ship ready. The deck was entirely covered with sails, rigging, casks, and other gear. We went aloft between nine and ten o'clock in the evening of the 17th of February and took all the gaskets off the sails, holding them fast by the bunts."

In his account, ~~of that night,~~ Cyrus Hussey, on the shore, wrote that during the hours previous to the escape George Comstock revealed the scheme to him, but that ~~his~~ Hussey's intention of swimming out to the ship came to late. The younger Comstock also stated he had conceived the idea of escaping in the ship & that the shock of his brother's murder had brought about his proposal to Smith that the cable be cut that night and the ship set free, with those aboard on watch becoming the crew.

Smith's story presents the crucial moment:

> "By this time the moon was rising, which rendered it dangerous to delay for those who had formed a resolution to swim on board and accompany us. The bunts of the sails being yet confined aloft, I sent a man on the foreyard and another upon the foretopsail yard with orders to let fall, when I should give the word; one man being at the helm and two others at the fore tack.
>
> "It was now half past nine o'clock when I took the handsaw, and in less than two minutes the cable was [cut] off! The ship payed off very quickly, and when her head was off the land, there being a breeze from that quarter, the stern hawser was cut and all the sail we could make upon the ship was immediately set, a fine fair wind blowing. . . . we congratulated each

> other upon our fortunate escape, for even with a vast extent of ocean to traverse hope excited in our bosoms a belief we should again embrace our friends, heightened by the reflection that we might be the means of rescuing the innocents left behind and the guilty punished."

Those who had made their escape in the ship were Gilbert Smith, Peter Kidder, George Comstock, Stephen Kidder, Anthony Hansen, and Joseph Thomas. Left on Mili Island were: Silas Payne, John Oliver and Thomas Lilliston--the mutineers; Rowland Coffin, William Lay, Columbus Worth, Cyrus Hussey, Rowland Jones, and Joseph Brown, a native of the Hawaiian (Sandwich) Islands.

Smith became the commander of the ship, as he was the only one on board with a knowledge of navigation. The course which the *Globe* followed during the next three months is conjectural, but it is probable that the prevailing winds determined the sea route. The six men aboard worked diligently, and the only problem involved in maintaining the spirit of the crew was the presence of Joseph Thomas. That he had a prior knowledge of Samuel Comstock's plot to take the ship he had admitted, but he declared he had declined an invitation to join the mutineers. During the long voyage of escape Smith and his shipmates testified as to his surly disposition and his refusal to follow Smith's orders.

After the departure from Mili Atoll (called the Mulgraves) Smith set a course almost in reverse to that adopted by Comstock following the mutiny. Contrary winds slowed their progress until they were able to get into the south equatorial current, and well below Christmas Island the ship was on a south-southeast course. The question arises as to why Gilbert Smith did not lay a course for the Sandwich (Hawaiian) Islands that were immeasurably closer than the coast of South America. But his experience in the Pacfic was limited; he was a young navigator in a youthful group.

For one hundred and nine days the *Globe* continued her voyage, crossing the South Pacific until, on June 6, 1824, she was close on to the South American coast. On that day a Chilean vessel was sighted and after signals were displayed by the whaleship the stranger hove to, where the predicament of the Nantucket vessel was made known. The captain of the other craft agreed to put a few men aboard to help bring the whaleship into Valparaiso, which was several miles north of their position. In gratitude the Nantucketers gave the Chileans some of their provisions.

On June 7, 1824, the *Globe* sailed into Valparaiso harbor flying a signal of distress. The only contemrary account of that occasion comes from Captain Peter Dillon, as it appears in his Narrative Of A Voyage To The South Seas, in which he was seeking information as to the fate of the French explorer La Perouse. Captain Dillon wrote:

> "While lying in Valparaiso Bay in June, 1824, the American whaleship Globe, of Nantucket, entered the port with a signal of distress hoisted. I went on board of her with the American consul, and several other gentlemen. We found a young lad named Smith in command of the ship, and the crew consisted of three other youths and a man aged about 25 years ......who they had secured below." [Thomas.]

After hearing the account of the mutiny and its aftermath, the American Cosul at Valparaiso, Michael Hogan, removed the whalemen from the ship and placed them in the custody of Captain Dillon on the French frigate, as there was no American war vessel in the harbor at this time, holding them under suspicion of piracy. He then conducted a careful examination, during which individual testimony was taken, and all of this testimony recorded by the Consul. Copies of the interrogations were sent to the Hon. John Quincy Adams, Secretary of State, and to Commodore Isaac Hull, the on board the frigate United States at Callao, Peru. A third copy was sent to the Collector of Customs at Nantucket, "with the request that he will place them immediately in the proper hands in order that Joseph Thomas, who appears as an accessory, may be taken care of 'till such investigations take place as is necessary in the case."

Consul Hogan, in the statement accompanying the depositions, commented on the "miraculous" escape of the men from the Mulgraves, and also most carefully observed:

> "It does not appear that there was cause to complain of the Captain of this Ship, which is uncommon, for in Justice to truth, it is my experience for upwards of three years in this Port, has proved to my conviction that the Masters of Merchant Ships, trading here are oftener in error than the sailors, who by severe, inconsiderate and unfeeling treatment are driven to insubordination and desertion. . . ."

Using his vested authority, Consul Hogan seized the Globe and placed the ship in command of Captain James King, who selected a crew to work her home. Smith and his companions, still held under the Consular orders, were not confined to quarters, however. Sailing from Valparaiso on August 12, 1824, the Globe arrived at Edgartown on November 14, 1824. Five days later Gilbert Smith took an oath at the custom house as the Master of the Globe, as "required by law."

The news of the mutiny had reached Nantucket, however, three weeks before the Globe arrived. On October 25, 1824, on information received from the ship Bette, which had reached New York City from South America. But the information was fragmentary and unclear. On the day following the ship's arrival, the Nantucket newspaper, The Inquirer, printed a hurried and garbled account, stating in part in its Nov. 15 issue:

> "The only names of the survivors of the Mutiny which we have been able to obtain are Smith, and the two sons of Captain Kidder of Edgartown.. . . It is further stated that Captain Worth was killed with an axe while asleep in his berth, by Thain, as sailor shipped at the Sandwich Islands. The Mate was shot by the elder Comstock . . . . who later was hung at the Mulgrave Islands...."

Editor Samuel Haynes Jenks apologized for this "Imperfect account" in his next issue of Nov. 22, and printed a column story, "the veracity of which is indisputable." Magistrate Hussey, of the Nantucket Court, held a formal examination of Smith and his companions, and as a result Joseph Thomas was arraigned on charges of complicity in the mutiny plot and taken to Boston to stand trial before the Federal Court, to be held in that city, and the other members of the Globe's crew who had returned with the ship were released as free men. During the hearing the ship was brought over from Edgartown, quietly entered the harbor, and was moored at South Wharf.

The Nantucket Merchants Appeal to The National Government For Protection of Whaleships in the Pacific.

The details of the Globe Mutiny spread like wildfire throughout the town, arousing a wave of horror and revulsion. The whaling merchants and citizens held several meetings and soon after drew up a Memorial--a Petition--which they addredd to President James Munroe and dispatched early in December, 1824, to Washington. A total of 142 merchants, ship masters and leading citizens signed this Petition. In it, after the facts of the mutiny and evidences of other similar plans were mentioned, the document stated:

> "After deliberate reflection on the subject, they have deemed it their duty to submit, for the consideration of Government, . . . an sugest the propriety of an additional naval force in those seas, where so much property and so many lives are exposed.... "

dared the determined array of Navy men was the old man who had adopted Lay after saving his life. Only after Lay's assurance that the white men intended to take him away, and not injure him, did the old man cease clutching him. There was no more hesitation. Paulding ordered all hands into the launch; they shoved off and were soon out of range, with the natives completely surprised still standing close to the shore.

~~On the way back to the schooner,~~ Safe aboard the launch Lay told the story of the massacre of the crew, and of the saving of himself and Hussey. He later repeated the statement to Lieut. Percival once they were on board the *Dolphin*. As to the whereabouts of Cyrus Hussey, from the description given by Lay, it was Lieutenant Paulding's decision to attempt to save him before the surprise of his daring rescue of Lay had given the natives opportunity to recover. When they reached the adjacent island, where Hussey was said to be held, Paulding immediately went ashore, mooring the launch with a kedge as he had done a short time before. As the party of Navy men landed, the chief of the village, with a few women attending, came down to them. He was promptly seized, and with Lay interpreting, the startled chief was told he would not be released until Hussey was placed in their hands. Lieutenant Davis tells the story:

> "Some of the women ran off and presently reappeared with Hussey, who could easily have been mistaken for a native, except for his long yelloe hair, which hung in ringlets on his shoulders. Lugoma--for such was the chief's name--manifested an extreme reluctance to part with his son, as he called Hussey. . . however, Lieut. Paulding cut short this colloquy by ordering Hussey into the boat...."

Thus was effected the rescue of the last two survivors of the ill-fated band of marooned whalemen. On board the *Dolphin* both made statements to Captain Percival, which collaborated in some detail the depositions of their shipmates before Consul Hogan at Valparaiso several months before.

At the moment of Cyrus Hussey's rescue, Lieutenant Paulding had said: "Young man, do you wish to return to your country? 'His eyes filled with tears as he replied, 'Yes, sir. I know nothing that I have done for which I should be afraid to go home."

After leaving the Mulgrave Islands, the *Dolphin* sailed for Honolulu, in the Sandwich (Hawaiian) Islands. During this portion of the return voyage, Hussey and Lay told of their life as adopted members of the natives. Their accounts were carefully heard by the officers of the schooner, and they were encouraged to prepare a more detailed narrative which could be published upon their return home. They had spent nearly two years in as remote a part of the Pacific as could be found, and their little volume, which was published early in 1828, as a joint enterprise, was printed by William Bolles, of New London, Connecticut.

One of the statements made by Cyrus Hussey to Captain Percival on board the *Dolphin* has the best appraisal of the depraved character of the small band of mutineers, and especially reflects the deranged state of the mind of Samuel Comstock, the chief of the mutineers. It was recalled by Percival thus:

> "After the death of the officers, Comstock made us all live in the cabin with him, where the mutineers used to sing, and carouse, and tell over the story of the murder, and what they had dreamed. Payne and Oliver who could scarcely ever sleep, spoke with horror of the their dreams, and of the ghosts which appeared to them at night, but Comstock always made light of it, and appeared to exult in what he had done. He said once that the Captain came to him with his wounded and bloody head, and showed him what he had done, when he told the Captain to depart and never come again, or *he would kill him a second time.*"

The Long Wait For News at Nantucket Ends With The Navy's Official Announcement.

The *Dolphin* had left the Mulgraves on December 9, 1825, and reached Honolulu on January 15, 1826. At this time this Hawaiian port was known chiefly by the whaleships and sealing craft, but the missionaries, led by Hiram Bingham, had established an important mission there. Ships bound to China from the northwest coast of America usually stopped at Honolulu, and one of them carried a report from the *Dolphin* which, after the vessel had reached Boston, via Canton, gave to the *Boston Patriot* this statement, as from the *Dolphin*:

> "After a long cruise of five months, we have arrived where there is some indication of civilzation, having accomplished the object of our cruise; viz, the taking of the survivors of of the crew of the whaleship *Globe* of Nantucket."

Under date of August 26, 1826, the Nantucket newspaper, *The Inquirer*, published this first news of the *Dolphin*'s voyage. In the next issue, that of September 6, a further account from the Boston source stated: "Only two or three survivors of the Globe's crew were rescued--the rest are reported killed by the natives." Such a report aroused and then dampened the relatives of the marooned crew, especially as to the identity of the survivors. Letters were immediately dispatched to Secretary of the Navy Southard, and among them a nissive from Gorham Coffin, who wrote, in part, under date of August 28, 1826.

Secretary Southard replied, on Sept. 4, that: "No information has reached the Department of the result of the Expedition on which the U. S. Schooner Dolphin was sent to the Mulgrave Islands. Whenever it does it shall be made public."

The Dolphin had sailed from Honolulu on May 11, 1826, reached the Society Island on June 7, and did not report to Commodore Hull on the United States, frigate, until July 23, reaching that vessel on August 20. This voyage of rescue by Percival and his crew was one of the most unusual in the history of the U. S. Navy. On September 1, Hussey and Lay were transferred to the frigate. After two more months, in which the frigate was engaged in her customary duties on the South American coast, the United States sailed for home.

On October 21, 1826, the whaleship Loper, which had left Otaheite four and one-half months before, arrived at Nantucket, and reported being in that Society Island port when the U. S. Schooner Dolphin arrived there with two survivors of the Globe's crew. On the following week, Oct. 28, 1826, these two survivors were identified as Cyrus M. Hussey and William Lay. There had been such a delay in reports of the mutiny that many people were unwilling to believe this information. Finally, the official letter, long awaited reached Nantucket from Michael Hogan, American Consul at Valparaiso, having been written on July 23, 1826, and sent to the owners of the ship:

> "It affords me great satisfaction to inform you that the U. S. Schr. Dolphin anchored here on the 23rd inst., having on board two of the youths belonging to the Globe, left at the Mulgrave Islands, William Lay and Cyrus M. Hussey, both grown up fine young men, very much liked by their officers. All the rest were killed by the natives, . . .as this vessel goes directly to Stonington, I conceive it my duty to trouble you with this communication for the information of all concerned."

During the long, anxious months in which the relatives of the crew members had kept alive their hopes, especially Gorham Coffin, there had been the expectation that the Dolphin's search would result in the ultimate rescue of all the marooned men. Now, the grim facts spoke for all.

Joseph Thomas, that inscrutable foremast hand, who had returned with the *Globe's* fortunate band, led by Gilbert Smith, had been arrested as a result of their testimony and taken to Boston. After six months in jail, he was tried in the Federal Court, at that city, and then released when the Grand Jury reported they could not be convinced he had any part in the mutiny--the release coming on July 20, 1826. Had word of the fate of the crew left at the Mulgraves arrived before the trial was over, it is probable Thomas might have been held for further evidence, and the testimonies of Husey and Lay been the means of keeping him longer in a prison cell.

The *United States* arrived at New York on April 21, 1827, and Commodore Isaac Hull wrote Secretary Southard that Hussey and Lay were on board, and, "as they will be kept in confinement until I hear from you how they ate to be disposed of, I have to request that you will be pleased to inform me as soon as circumstances will admit....as, no doubt, the friends of these young men will be anxious to have them leave the Ship and be disposed of as the law requires. . . . They have conducted themselves well since they were taken on board the *Dolphin*, and have done duty as a part of the ship's company."

Among the Nantucketers in New York who were able to see Cyrus Hussey and his companion, William Lay, was Francis G. Macy, a merchant, who promptly wrote Hussey's father in Nantucket that the *United States* had reached the city and that he had gone on board to request he be permitted to bring the young man ashore. "Owing to the peculiar situation of the two young men he could not comply, . . but evinced a disposition to assist them all in his power." Mr. Macy then called upon the Federal District Judge "for the purpose of having Cyrus Hussey removed from the ship by writ of Habeas Corpus . . . we returned to the frigate where we fortunately found the Commodore who allowed us to take Cyrus on shore . ..he is now at our house."

After 17 months in the service of the U. S. Navy (having served on the *Dolphin* and the *United States*), Hussey and Lay were released in April, 1826, and returned to their respective home. Plans for the book in which they would collaborate went forward. Cyrus Hussey then began a subscription list, and William Lay found a printer in New London, named William Bolles and a contract signed for the printing of 3,000 books for $450. Lay wrote to Hussey in September, 1827, urging him to: "Get the work revised and come on here with it as soon as possible, and don'd delay. I want to get through with it this fall and get the books distributed. I shall expect to see you here with the narrative as soon as the 15th of October, if not before." Lay added an interesting line; if Cyrus Hussey had gone to sea he wanted his father to come to Saybrook, "...and we shall proceed the same and get the work done. I want to know your feelings about the printing."

Lay's letter was received while Cyrus M. Hussey was preparing to return to the sea and whaling. After being home barely three months, he signed on as a cooper aboard the whaleship Alexander, Captain Samuel Bunker, of Nantucket, which sailed on September 13, 1827. It was avoyage from which he never returned.

The book was printed in 1828, titled "A Narrative of The Mutiny On Board The Ship Globe of Nantucket, with the sub-title, "The Journal of a Residence of Two Years in The Mulgrave Islands." While Lay's account of his adventures comprise the bulk of the volume of 168 pages, and Cyrus Hussey's contributions considerably smaller, the vocabulary of the native language was a joint effort. That Hussey had almost nothing to describe as regards these shipmates who were victims or survivors is the most obvious fault of the book. But, it must beremembered, Hussey was a Quaker who lived in a Quaker comminity. The disaster on the Globe was a sad topic; relatives of the chief mutineer, Comstock, lived on Nantucket; as did the families of two of the survivors and three of the victims, while the families of other victims lived on Martha's Vineyard, near by. Also, as the first man to be rescued by the Dolphin's crew under Paulding, Lay led them to the rescue of Hussey. It was natural that he should be the leading narrator. Hussey's decision to return to the sea was another factor in the curtailment of his own account. He was home only three months, and his deep sensitivity is suggested by a letter written to him by his sister, Margaret Hussey, as he embarked on the Alexander. In this same letter, his father wrote, under date of Sept. 19, 1827:

> "Dear Son: As the gitls are awriting to thee I thought I could add a few lines to their letter. I have not heard anything from William Lay since thy leaving here. I wrote him to come here and put up with us, when he had accomplished his collection of subscribers. I informed him of thy intended voyage and that thee sailed on the 16th inst. for Cape Horn. I am in hopes that thee got that bottle and vials of medicine safe that I sent off by Captain Bunker. . . I want that thee should write the different branches of the family by all opportunities, for we all have a good regard for thy welfare . . .from thy well wishing father, Cyrus Hussey."

Om May 29, 1829, the obituary column of The Inquirer, the Nantucket newspaper, printed the notice of the death of Cyrus M. Hussey, "On board ship Congress, on her passage home, aged 22." It is apparent that the young whaleman recognized that the illness from which he suffered, when he embarked on the Alexander, was a fatal one, and he had transferred to the Congress, somewhere in the Pacific Ocean, in an effort to return home before he died.

Martha's Vineyard Men Were Numbered Among The Victims and Survivors.

The island of Martha's Vineyard had a sad toll in the Globe Mutiny. Captain Thomas Worth, the 29-year-old master of the ship, had been with the ship during his career as a whaleman, beginning as a foremast hand, rising in rank until he was given command. First Officer William Beetle was a resident of Edgartown and at 27 years of age the second oldest man on board. Nathaniel Fisher, the third mate, was a resident of Edgartown, and only 20 years old. The nephew of Captain Worth who was killed by the Mulgrave islanders, was 15 years old when the ship sailed, and lived at Tisbury. Gilbert Smith was an Edgartown resident, and but 20 years of age when he signed on as a boatsteerer. Peter Kidder was an Edgartown man, and his brother Stephen, although he was born on Nantucket, also lived in Edgartown at the time of the sailing of the Globe, and at 21 years of age Peter was three years older than Stephen. Rowland Jones, who was 18 years old when he fell dead at the hands of the natives of the Mulgraves, has a stone erected to his memory in the West Side Cemetery at Edgartown, with an inscription and the verse:

"Far, far from home from friends
and kindred dear,
By Savage Hands this lovely youth
was slain.
No father's pity or no Mother's tears
Soothed the sad scene or eas'd
the hour of pain."

Second Officer John Lumbert (Lombard) was a native of Nantucket, and was 25 when the Globe sailed. Rowland Jones, one of the youngest men on board at 16, and a nephew of Gorham Coffin, [redacted] of the firm of Christopher Mitchell & Co., has already been described. Two other youths, Rowland Jones, at 15, and Columbus Worth, at 16, were hardly more than boys when they were killed by the Mulgrave Islanders. Both were Martha's Vineyard natives, and Worth a nephew of Captain Thomas Worth.

Of the five men who deserted at Honolulu--Ingham, Henman, Prass, Cleveland, and Jarret--John Cleveland was a Tisbury man from the Vineyard. Another foremast hand from that Island was Constant Lewis, who was discharged at Honolulu due to ill health. Charles Brown, of Vineyard Haven, remembered this whaleman, and many years later he wrote:

> "He was a giant of a man, standing six feet 4 inches. .....I had heard he had been on the mutiny ship and interviewed him. He acknowledged he knew nothing of the mutiny. I asked him if he remembered Gilbert Smith. He said Smith was in the starboard watch , and was the Captain's boatsteerer, that the mate never bothered him. I asked about Samuel Comstock. He said Comstock was in the port watch and was the Mate's boatsteerer, and that he, Lewis, pulled the midship oar in that boat. . . He refused to comment on the character of the officers. When, in after years, I came to know more about whaleships, I drew some conclusions from this interview."

Gilbert Smith, the young boatsteerer whose knowledge of navigation was of vital importance when the five crew members managed to escape in the ship, ~~was twenty years old when he signed on board the *Globe*.~~ was One of fifteen children of John and Lucinda (Norton) Smith of Martha's Vineyard. He remained at home only a short time after the ship's return. Learning of the invitation of French merchants to American whalemen who would go to that country and take out whaling ships, he went to France with his brother Adrial and became the commander of French whaleships. He married a French girl and never came back to America.

Peter Kidder, the elder of the two brothers, sailed again on a whaleship, but as fate would have it, after surviving the adventures on the *Globe*, he drowned when the whaleboat in which he approached a whale was capsized and this took place only two years after reaching home. Stephen Kidder, however, was the only crew member to sail again on the *Globe*, accepting the post as first mate when the ship resumed her whaling career under Captain Macy.

George Comstock, whose narrative for many years remained with the Gorham Coffin family, lived a quiet life thereafter. He went to San Francisco during the gold rush period, and it is recorded that he saved the life of a youth whose sailboat had capsized in the harbor of San Francisco. His later life is obscure, but his recollections of the mutiny are of vital importance in reconstructing the story.

William Lay moved west upon his return to Saybrook. His whereabouts have not as yet been traced. With the death of his companion in captivity, Cyrus M. Hussey, there was no further communication with the family in Nantucket.

Lieut. Hiram Paulding, whose decision to rescue William Lay on that island beach in the Mulgraves was described by Midshipman Charles H. Davis, one of the launch crew, as "the boldest act he ever witnessed," became a distinguised U. S. Navy officer, and rose to the rank of Rear Admiral. It was Paulding ~~[illegible]~~, on March 5, 1862, who withheld the order which would take the ironclad Monitor to Washington from New York, and the little war vessel made her way to Fortress Monroe to meet the Merrimack and so change the course of history. Charles H. Davis also had a long and meritorious career in the U. S. Navy, and two decades later was in command of a vessel charting Nantucket South Shoals.

Captain John Percival, ~~[illegible]~~ aroused the wrath of the Sandwich Islands missionaries when, ~~as the first American war vessel~~ after the Dolphin sailed into Honolulu, ~~[illegible]~~ he permitted his crew to indulge in "licenses not permitted with the native women." His crew, angered by the restrictions imposed by the missionaries, attacked their headquarters, and were finally confronted by Percival before disbanding. Upon his return to New England, Percival was called before a court martial. At the trial at Boston, other evidence was presented, showing that, while in Honolulu, Percival had also effected the salvage of the wrecked brig London; but, principally, his voyage to the Mulgraves for the rescue of the two survivors of the Globe was a remarkable display of his ability of an officer in the United States Navy. The court found in his favor (the trial was held in 1828) and four years later Congressman John Reed of Massachusetts presented to the United States Congress a petition to reimburse Captain John Percival for "extraordinary expenses incurred" during the voyage of the Dolphin when all these varied adventures had taken place.

"Heaven-Forsaken Samuel!"--The Young Mutineer.

The most controversial figure of all was the youthful mutineer-- Samuel Comstock--the leader of the malcontents and the single-handed murderer of three of the Globe's officers. There can be little doubt but that the mind of this 21-year-old boatsteerer was twisted to the point of outright madness. Throughout the midnight hour when "his bloody hand" held sway, his every act was that of a man whose demented mind had created in him a cold-blooded, relentless killer, completely controlled by his mad thirst for revenge of fancied wrongs.

His parents were respected members of the Nantucket Society of Friends, his father, Nathan Comstock, had been the cashier of the Pacific Bank in Nantucket, and his mother, Elizabeth Emmett, was a daughter of the Mitchell family. The Comstocks had moved to New York only a few years before the Globe had sailed, where the father assumed another banking position. When news of the mutiny reached their ears, Nathan Comstock had written his relatives in Nantucket, and the letter contained one sentence which summed up his reflections, which read: "O, Samuel! Samuel! Heaven-forsaken Samuel!"

His younger brother, George, who had become a principle narrator of the facts of the mutiny, had called the mutineer chief his "unnatural brother.... a brother in flesh but not in heart," and believed that Samuel never expected he, George, would return to Nantucket alive. On the other hand, the older brother, William Comstock, wrote a slender volume titled "The Life of Samuel Comstock, The Bloody Mutineer," published in 1845, in which he endeavored, to a ridiculous degree, to glorify the murderous record of the brother, described as ~~who he calls~~ "our hero," and continues with a narrative filled with impossible incidents, attempting to explain the mutiny.

Samuel Comstock, after leaving Nantucket, attended the Quaker School of Nine Partners settlement in Dutchess County, New York. ~~after leaving Nantucket, and~~ At the age of 13 went to sea aboard the ship Edward, a square rigged packet ship out of New York for Liverpool. His first voyage on a whaleship was in 1819, when he shipped on the Foster, of Nantucket, Captain Shubael Chase. The voyage took them to uncharted areas in the Pacific, and it was at this time Comstock probably evolved the idea of an island kingdom of his own in one of these remote islands. Two others on board--John Lincoln and John Cotton --afterwards became shipmasters of Nantucket whalers, and Comstock, who was younger, might have also risen to command. But the strange quirk in his mind was already implanted, and it was stated by his brother, George, that he had at one time requested being set ashore at a Pacific island, but was refused by Captain Chase.

It remained for a schoolmate in Nantucket named Henry Glover to write the requiem for the final chapter of Samuel Comstock's life in his poem titled, "The Young Mutineer:"

His sun rose unclouded and brightly it shone
In the pride of the morning and promised a noon
Of glory and gladness; it sank to the flood
In blackness and blindness, and tarnished by
blood.
Disowned and dishonored its last gloomy glare
Was shed on the grave of the young mutineer.

Tho' beardless his cheek, yet his was a soul
That knew not a master, that brooked no control;
Tho' beardless his cheeks, yet his was a hand
Acquainted with daggers; a voice to command,
An eye that wept, a heart without fear,
Were the pride and the boast of the young
mutineer.

He lies on the beach of a lone desert isle,
His dirge the green billows are chanting the
while,
They scooped him a grave, and there laid him
at rest,
And heaped the wet sand on his bare, bloody
breast.
And they rolled a huge rock and planted it there
To mark the lone grave of the young mutineer.

"And What of The Ship?"--The "Globe," Continues Her Career.

The whaleship Globe had been a successful vessel prior to the grim months of the mutiny and her long return home. From the year of her first sailing in 1815, she made three successive excellent voyages under Captain George W. Gardner before she began the fateful long trip that last month in 1822. It was apparent that the Island merchants did not associate the ship with ill luck as Jared Coffin and his associates bought her from the Mitchells in 1825 and she sailed in June of that year under Captain Reuben Swain, 2d, and returned with over 2,000 bbls. of sperm oil three years later, and only then ended her career as a whaler.

Still a staunch ship, the Globe was sold to a company of Nantucket men interested in the merchant service, and one of her owners was Captain

George Macy, who tok over the command for a freighting and trading voyage to South America. Proceeding to Belfast, Maine, the Globe took on board a cargo of lumber and sailed for Madeira and the Cape Verde Islands, where they sold the lumber, took on board wine and other goods, and crossed the South Atlantic to South America and the ports of Montevideo and Buenos Ayres. It is worthy of note that Stephen Kidder, one of the Globe's survivors, was the first mate on this voyage. Even then, the violence of the previous years still persisted, as the ship was captured by Spanish pirates off the coast and much of her cabin stores taken before she was released.

After two years of this trading voyage the Globe was again sold. The son of Captain George Macy, who became one of Nantucket's most noted men, William Hussey Macy, wrote of the ship's last years in an article published in 1890, and stated that the end of the vessel came in 1830, when she was condemned in the port of Santis, South America. Whether she sailed again under her new owners is problematical, and so far as is known this was the final resting place for the Globe.

Lessons Learned By The Whaling Industry From The Mutiny On The Globe.

Quite aside from the horror of the mutiny itself, the Globe Mutiny had a number of important consequences. First, the importance of the whaling industry itself was brought to the attention of the national government, with the petitions of Nantucket and New Bedford whaleship owners seeking recognition of the fact that these ships, representing floating portions of United States property, had no protection by our government once they left the coast of Peru. The successful cruise of "Mad Jack" Percival in the Schooner Dolphin brought a new prestige to the United States Navy, but it also made the Navy aware that more vessels were necessary in protecting American shipping in foreign seas.

Two years later, Captain Thomas Catesby-Jones set an example for judging cases of mutiny by the Navy. After conducting a trial of whalemen accused of mutinous conduct aboard the whaleship Fortune, of Plymouth, Mass., he ordered two ringleaders to "be punished by 39 lashes with a cat-of-ninetails on the bare back," one other 25 lashes, and three others with 15 lashes. This was more severe than punishment hitherto meted out by the whaling masters of the time.

Of considerable moment was the change in whaleship routines after the significance of the situation on the Globe revealed itself. Owners now ordered that boatsteeres (harpooners) should not be permitted to be in command of a watch at night. From the first years of Pacific Ocean whaling a boatsteerer had served as an unofficial officer. In his quarters aboard ship he was a man apart from the forecastle, but by living in the steerage, just forward of the main cabin, he was also not a part of the company of officers who slept aft. Selected for his post because of his dexterity and skill in harpooning the whale, he was an especial person, and when the line was "fast" he made his way aft in the whaleboat to take up the steering oar, while the mate came up into the bow and prepared to lance the whale. This gave the harpooner the official title of boatsteerer. During the night watches he was given an officer's status in command of the men on duty. But now, as a result of the Globe Mutiny, although his prowess as a harpooner was still recognized and his position in the whaleboat remained unchanged, his authority as commander of the night watch on the decks of the whaleship was ended.

Aftermath--A Century Later--1943 in Nantucket.

In the columns of Nantucket's newspaper, The Inquirer and Mirror, during the summer of 1943, there was the following short article:

> "An unusual event took place this week, one which has perhaps not been duplicated in its own quiet way. It was brought about by a book--a Nantucket book called Mutiny at Midnight--in which the hero named Cyrus Hussey was an actual whaleman in a narrative written against the authentic background of the sea and ships. At the conclusion of this story young Cyrus Hussey was rescued by a young U. S. Navy Lieutenant named Hiram Paulding--an episode from the true history of the mutiny on the ship Globe. The author of the book introduced Miss Mary Gurney Naile, of Philadelphia, the great-grand-daughter of Lieutentant Paulding, to Mrs. Edith Cary Caldwell, the great-grand-niece of Cyrus Hussey, and the meeting took place in the sturdy old house on the corner of Pleasant and South Mill streets, Here Cyrus Hussey was born in 1805, and from which portals he had left to embark on the whaleship Globe in 1822 at the age of seventeen; and three years later, after surviving the mutiny and his captivity by the natives of the Mulgrave Islands, he was rescued by the courageous action of the young Lieutenant Hiram Paulding of the U. S. topsail schooner Dolphin."

" A Narrative of the Mutiny on Board the Ship *Globe* of Nantucket"

INTRODUCTION

by

Edouard A. Stackpole

The mutiny which took place on the whaleship *Globe* of Nantucket on January 25, 1824, was the worst of its kind in the long annals of the whalefishery. It was just before midnight on this fateful occasion that Samuel B. Comstock, twenty years old, a harpooner or boatsteerer, who was the chief mutineer, led his four fellow conspirators to the companionway leading down into the main cabin. Within an arm's length, at the wheel was George Comstock, the younger brother of the leader, who had no part in the affair. Startled by the staring faces of the mutineers, the 16-year-old helmsman, asked if it was time to summon the next watch with the rattle. The reply from Samuel Comstock was instantaneous, grating in its ominous portent: "No — and if you make the least damned noise, I'll send you to hell!"

What happened within the next few minutes was mutiny in all its violence and death.

Upon the Globe's arrival at Nantucket, the whaling merchants sent a formal petition to Washington, requesting the dispatch of a naval vessel from the South American squadron to the Mulgraves to seek out the mutineers and survivors. Secretary of the Navy Samuel Southard assured Hon. John Reed, of Massachusetts, representing Nantucket, this would be done.

Commodore Isaac Hull, aboard the frigate United States at Valparaiso, was no doubt aware of the Globe mutiny months before May, 1825, when official orders came to him from Secretary Southard that he should take measures to seek out the mutineers at the Mulgraves. The man Hull selected for the task was Lieutenant John Percival (called Captain aboard the schooner), better known to the U.S. Navy man as "Mad Jack" or "Roaring Jack." A native of Cape Cod, Percival had established himself as a man of not only maritime ability but of proven bravery, as witnessed to by his action off Sandy Hook during the War of 1812 when he organized a crew to take out the sloop Yankee, disguised as a trading craft, and to capture a British tender which had been particularly obnoxious to American merchantmen. Once presented his orders Percival took his topsail schooner Dolphin across the Pacific, sailing on August 18, 1825, and arriving at the Mulgraves in November, having searched islands in the Kingsmills (Gilberts) during October and early November.

The official logbook of the U.S. Schooner Dolphin, which under Captain John ("Mad Jack") Percival eventually rescued the two surviving whalemen, reports the long search with compressed clarity.

At the Milli group of the Mulgrave Range in the Marshall Islands, the Dolphin sent ashore her launch and cutters with searching parties. Captain Percival was first to discover the tell-tale evidence -- ash plank, whaleboat oars and clothing -- which he found on November 24. Then followed a deadly game of hide-and-seek.

Shaped like a coral necklace, the Milli group surrounded a lagoon stretching for miles across, and while the Dolphin's boats searched one islet, the native canoes would sail rapidly about. Both Lay and Hussey tell of the horror of the situation.

Finally, on November 29, the shore party under Lieutenant Horner uncovered the shallow grave, revealing a skeleton "supposed to be the remains of Comstock," on the northwesternmost of the Milli group. This was the landing place of the Globe. Now the search was pursued with the prompt dispatch of naval training. Lieut. Hiram Paulding, with Midshipmen Schemerhorn, McBlair and Davis and six able seamen, set out in the schooner's launch, with five days provisions.

The Narrative of Lay and Hussey gives the gripping tale. Paulding and Davis have left accounts of the rescue and it was indeed as remarkable a feat as any to be recorded in the sad history of the Globe and her crew. When the final dramatic act of landing and literally snatching Lay from his native captors had taken place, Paulding gave young Lay due credit for preventing a bloody fight by warning of the planned treachery of the natives.

"His warning," afterwards wrote ~~[illegible]~~ Davis, "seemed like an illusion of fancy! His hair was long, combed up, and tied in a knot on the top of his head, round his loins he wore a large mat...the use of cocoanut oil, and the action of the tropical sun for nearly two years had made his skin almost as dark as that of the natives.... I repeated the question, 'Who are you?' to which he replied 'I am your man, and burst into tears."

It was Lay who guided his rescuers to the island where Hussey was held a captive. By taking the native chief a prisoner, Paulding quickly had young Cyrus Hussey produced: "It was a few minutes before he appeared....with his fine yellow hair hanging in ringlets about his shoulders, and his person quite naked with the exception of a piece of blanket tied around his loins .... I said: 'Young man, do you wish to return to your country?' His eyes filled with tears, as he replied: 'Yes, sir, I know of nothing that I have done for which I should be afraid to go home.' "

The Dolphin sailed for the Sandwich (Hawaiian) Islands where she arrived on January 16, 1826, the first American naval craft to drop anchor here. Thereafter occurred the famous incident where some of the Dolphin's crew joined with other sailors to assault the home of Bingham, the missionary. Lay and Hussey's Narrative gives a uniquely impartial version of the affair. After remaining at Honolulu until mid-May, the Dolphin sailed for the Society Islands and Tahiti, and did not return to Valparaiso until July 23, 1826. In the interim, no news had been dispatched to the anxious families at Nantucket as to what had become of the Globe's crew. The ill-fated ship itself had arrived home in late November 1824, and thereafter nothing was heard of the survivors in the Mulgraves until September 2, 1826, when a report reached Nantucket via Canton and Boston that "only two survivors were rescued." It was the island whaleship Loper which actually brought the names of the two rescued youths, having met the Dolphin at Tahiti, and arriving home on October 20, 1826. Official word came to Nantucket in a letter from Michael Hogan, American consul at Valparaiso, who reported the arrival of the Dolphin on July 23, 1826, "having on board two of the youths belonging to the Globe, left at the Mulgrave Islands, William Lay and Cyrus M. Hussey, both grown up fine young men."

The two survivors returned to their native land aboard the frigate United States, under Commodore Hull. Upon arrival in New York in April, 1827, Hull wrote to Secretary Southard for instructions as to Lay and Hussey, and "how they are to be disposed of," who had "conducted themselves well since they were taken on board the Dolphin and have done duty as a part of the ship's company." Actually, the two whalemen had served on the Dolphin from November 30, 1825, to July, 1826, and on board the United States for eight months.

Several respectable Quaker merchants in New York, who were native Nantucketers and members of the Society of Friends to which the Nantucket meeting belonged, petitioned Hull for and obtained the freedom of both young men. Sylvanus Macy and his brother Francis Macy made formal request for Hussey's relief. The latter wrote the senior Hussey thus: "Owing to the peculiar situations of the young men, he /_Hull_/ would not comply not having at that time been on shore himself since his arrival but evinced a disposition to assist. "The Macys were able through the U.S. District Court Judge, to obtain Hussey's release. "Commodore Hull, without any hesitation, allowed us to take Cyrus on shore with us upon our personal responsibility. He is now at our house." In another week, the two young men were released and at long last returned to their native homes.

Whether Lay ever went back to sea is not definitely known. Tradition states that he went into the western country and subsequently vanished from the knowledge of his associates.

As for Cyrus Hussey, he remained at home but two months before signing on for another whaling voyage, this time on the ship Alexander which sailed in September of 1827. Under date of September 19, the senior Cyrus Hussey wrote to his son as an additional message to a letter composed by Margaret Hussey, the younger sister of Cyrus:

> "Dear Son: As the girls were awriting to thee I thot I could just add a few lines to one of their letters. I have not heard anything from William Lay since thy leaving here. I have wrote to him to come here and put up with us. When he had accomplished his

collection of Subscribers, and I informed him of they intended voyage and that thee sailed on the 13th instant for Cape Horn. I am in hopes thee got that bottle and vials of micine safe that I sent off by Captain Bunker.....Noah Swain arrived here well 17th and said he should have been much pleased to have seen thee before he left. Do be careful of all thy things and make the best use of them and then thee will have a sufficiency to last the voyage. I want that thee should write to the different branches of the family by all the opportunities for we all have a good regard for thy welfare. My pen is poor and I am in haste. Pldase Excuse all errors and try to Improve in where I miss when thou art writing. From thy well-wishing Father, Cyrus Hussey."

On the back fly-leaf of one of the original editions of the Narrative is written "Mr. Hussey died off Cape Horn on his way home from another voyage he had been upon in Ship Congress of Nantucket in the year 1829. He was twenty-four years of age."

* * *

The Globe mutiny had many consequences. Of paramount importance was the public recognition that a whaleship, although representing in the Pacific Ocean a floating bit of United States property had no protection by our government once it had left the Coast of Peru. The successful cruise of the Dolphin gave a new prestige to the Navy. Two years after, Captain Catesby-Jones, aboard the Peacock at Tahiti, conducted a trial of whalemen accused of mutiny on the whaler Fortune, of Plymouth, Massachusetts. He ordered two men to "be punished by thirty-nine lashes with a cat-of-nine tails on the bare back," one other "twenty-five lashes in the same way" and three others to "receive fifteen lashes." This was more severe than punishment by the whaling masters.

As for the whaleship itself, owners now ordered that boat-steerers should no longer command a watch at night. From time immemorial a boat-steerer or harpooner had been an unofficial officer — now he became a still more unqualified personage. He lived in the steerage — both in rank and quarters — half-way between foremast hand in the forecastle and officers in the cabin, aft. He was a man apart, selected for his coolness and skill in driving home a harpoon. He originally was designated a line-coiler, delegated the exact task of putting the whale line in the boat's tubs; then he was specified as a boat-steerer, as he changed places with the mate after the whale was "fast", and took over the steering oar. Now his position on board ship was no less respected and secure — but his status as an under officer was curtailed.

As has been pointed out, the island of Martha's Vineyard had a sad toll in the Globe mutiny. Captain Thomas Worth, the twenty-nine-year-old master, was a native of this island, and had spent his entire whaling career in the Globe, rising from foremast hand to captain in sixteen years, this being his first voyage in command of the vessel. Another Vineyarder was the First Officer William Beetle, twenty-six and also married. John Lumbert or Lombard, the second mate, a native of Nantucket, had married a Vineyard girl and lived in Chilmark. Nathaniel Fisher, third officer, was a native of the Vineyard and lived at Edgartown.

There were other victims — those who fell in the subsequent massacre by the natives. Rowland Coffin of Nantucket, was the only son of the widow, Mrs. Alfred Coffin. He was a nephew of Gorham Coffin, one of the firm of Christopher Mitchell & Company, owners of the Globe. Columbus Worth, another 15-year-old crew member, was a nephew of Captain Worth and a Vineyarder. Silas Payne, co-conspirator in the mutiny with Comstock, was from a respectable family of Sag Harbor, New York. Of his fellow mutineers, Thomas Lileston, was a native of Virginia, and John Oliver came from Shields, England. In a cemetery at Edgartown, on Martha's Vineyard, is a headstone, with the inscription: "Roland, son of Roland and May Jones, was killed by the natives at one of the Mulgrave Islands, Feb. 21, 1824, aged 18 years."

Of those who escaped in the Globe, the chief character was undoubtedly Gilbert Smith, of Martha's Vineyard, who like Samuel Comstock, was a harpooneer or boat-steerer, and of the same age, twenty. He was the selected leader of the escaping crew and navigated her to Valparaiso after a voyage of nearly four months. Smith afterwards became a mate and captain of his own ship and subsequently went to LeHavre in France to take charge, with his brother Adrial, of a fleet of French whaleships. He never returned to America. The Kidder brothers, Peter and Stephen, were sons of a whaling master, the first born on Nantucket and the younger on the Vineyard. Stephen went out on the Globe for another voyage, the only one of the survivors to rejoin the mutiny ship, and became her first mate. He lived on the Vineyard upon retiring from the sea and died in 1871. Peter also returned to the sea but was killed on that next voyage in 1827 when a whale smashed his boat. Anthony Hanson, the Cape Codder, has left no further trace of his career. Joseph Thomas, of Norwich, Connecticut, disappeared after being held in jail for several months as a possible accessory to the mutiny. After his deposition at Valparaiso in June, 1825, he was sent home on the Globe in irons, bound over to the U.S. District Court in Boston after a hearing before Justice Hussey in Nantucket, and in July, 1826, was eventually freed by the Boston Court for lack of evidence against him.

George Comstock, younger brother of the arch-mutineer, told his own story of the tragedy and then left Nantucket for ever. But, before he left the island, Gorham

Coffin, uncle of the slain youth Rowland Coffin (as well as one of the Mitchell firm owning the Globe) had George Comstock swear to an affidavit. Young Coffin had been accused by two of the escaped survivors of having some knowledge of the mutiny plot. Before the fate of the crew on the island was known, Gorham Coffin wrote to the famous Daniel Webster, seeking to engage his services in defense of his nephew. In this letter was included George Comstock's statement:

> "I, George Comstock, do certify that great Jealousy was created against Rowland Coffin, from some of the crew, in consequence of his being taken the most notice of by the Captain, previous to his death, and afterwards, for being much noticed by Samuel B. Comstock. (Signed) George Comstock."

Gorham Coffin's letter further contains a scathing indictment of Gilbert Smith and those other five men who escaped with the Globe. The ship-owners argument was that, following the death of Comstock, only two of the actual mutineers remained — Paine and Oliver — and "these two relaxed much in their discipline; the head one of the two to the laying aside his weapons of defense, and going deliberately to work to build a hogsty; the other at work on board the ship." Coffin continued, telling of the men who ran away with the ship:

> "Here we had six men, one of whom was an under-officer, [Smith] and not one of them with the presence of mind or courage enough to propose calling on the four boys, [Hussey, Lay, Coffin and Worth], (everyone of whom was known to be innocent), for assistance to tie the two mutineers, put them in irons, of which they had plenty, replace everything on board the ship, take on board the two mutineers, and proceed to safety. These are reflections which some of them were capable of making, when they found themselves out of the reach of the mutineers, and how must their want of courage be accounted for, to the satisfaction of the owners of the ship and to the public?"

The testimony of Smith and the Kidder brothers before Magistrate Hussey in Nantucket, tended to implicate young Coffin into some knowledge of the proposed mutiny. This led to Gorham Coffin's shrewd observations of Smith's own conduct.

> "Here we view Smith, the only officer at liberty, so completely panick struck [at the time of the mutiny] that reason had taken its flight, and with it he flies, not knowing whither, but thinks he went into the forecastle, the sleeping place of the sailors, where he perfectly recollects young Coffin make a statement [of knowing a mutiny was planned.] Smith did not state this at the hearing before Consul Hogan at Valparaiso] ; thence he flies into the forehold, ... and hides, where he had time to reflect that he had acted the fool long enough, leaves his hiding place and goes on deck, where he is accosted by Comstock and asked whether he was for or against them; his reply: "I will do anything you tell me to, if you'll spare my life."

Gorham Coffin wrote similar letters to John Quincy Adams and Secretary of the Navy Samuel Southard. Unknown to anyone but those at the Mulgrave Islands, the unfortunate subject of the uncle's concern was then ten months in his grave.

When the *Globe* was being plundered at the islands, her articles moved ashore, and it was known that Comstock intended to burn the ship, it was young Rowland Coffin who declared, "those transactions were beyond his control, but the stigma of them would be so great on their characters, should they ever return to their country again, that he had no desire to leave that island until taken off a prisoner."

As for Gilbert Smith: What was the reason why he made no attempt as an officer of the *Globe*, to organize the crew and go to the rescue of the other officers in the main cabin? The probable answer is in his own deposition at Valparaiso:

> ".... I was awakened by a disturbance which brought me on Deck without Clothes; then I found the disturbance was in the Cabin, went quick below, put on my clothes and came on Deck again -- went to the Cabin gangway. I saw Sam'l B. Comstock with a Boarding Knife in his hand at the Stateroom door in which the second and third mates were then. Comstock said to the Second Mate [Lombard]. 'Don't you open that Door.' He [Lombard] said he would not but he would give him anything he had there to save his life. Then Comstock spoke very loud, swearing his hand; said he was the Bloody Man, he had the Bloody hand and would have revenge. The Second Mate repeated several times: 'Comstock! Comstock! What is the matter?' No answer was made by Comstock."

The remainder of Smith's testimony fully indicates his terror. He fled forward and did not recover from his fright, natural enough, until it was too late to have his comrades in the cabin. His own testimony reveals that he made no effort to rally the hands in the forecastle, who in turn were helpless without leadership. Smith's only thought was how to preserve his own life. His subsequent actions show this, and although his deposition in Nantucket differed from that at Valparaiso and from that of George Comstock, he at least brought the ship to safety at Valparaiso.

As for the most controversial figure of all — Samuel Comstock, the harpooner turned murderer — here is a study for the psychiatrists. Born in Nantucket in 1803, he was barely twenty years old when he led the bloody mutiny on the Globe. His father, Nathan Comstock, was a well-known Quaker schoolmaster, at one time a Cashier in the Pacific Bank. The mutineer's mother, Elizabeth Emmett, was the daughter of a Nantucket Mitchell.

After early schooling at the Nine Partners Quaker school, Dutchess County, New York, Samuel B. Comstock went to sea. At the age of 13, he was aboard the ship Edwards voyaging from New York to Liverpool. In 1817, he made his first voyage whaling, the ship being taken by a Chilean pirate. Returning home to Nantucket, Comstock shipped out on the Foster, Captain Shubael Chase, in 1819. This craft cruised in uncharted sections of the Pacific, and it was at this time that Comstock probably got his desire to set up a kingdom of his own on one of the remote South Sea Islands. Two of his shipmates on this voyage — John Lincoln and John Cotten — afterwards became shipmasters. It is recounted that Comstock once requested being set ashore at an island but was refused by Captain Chase.

When news of the mutiny reached Nathan Comstock in New York, he wrote his relatives in Nantucket. The letter contained one significant sentence: "O, Samuel! Samuel! Heaven-forsaken Samuel!" There is no better judgment of this youthful desperado, who, well-nigh singlehanded had murdered the officers of the Globe.

had landed them after the mutiny) as of the mutineers and their taking of the ship. However, it was a basis upon which to place the details from other accounts which were later uncovered.

As in all such stories, the beginnings were with the departure of the Globe early in December, 1822, from Nantucket, to cross the sound and go into Edgartown on Martha's Vineyard, where she was to complete her fitting out. At this time Nantucket was the greatest whaling port for ships engaged in the Southern Whale Fishery, and during this year forty vessels sailed from this island--a veritable maritime kingdom. The Globe was owned by Christopher Mitchell & Co., one of the prominent firms, and sailed from Edgartown on December 20, 1822. The master of the ship was Captain Thomas Worth, a native of Martha's Vineyard, as was the First Mate, William Beetle, and the man destined to become the leading figure in the Mutiny was Samuel Comstock, of Nantucket, the son of Nathan Comstock, a highly respected member of the Society of Friends, whose younger son, George Comstock, was also a crew member.

And yet, no matter what reasons for protest existed nothing in them could have justified the brutal murders which took place on that bloody midnight in the *Globe's* main cabin. Only temporary insanity could have set Comstock off to his incredible orgy of savagry. In their description of the night of the mutiny, the writers of the *Narrative* had to lean heavily on the recollection of George Comstock, who was at the wheel and to whom his "unnatural brother" afterwards imparted facts known only to the mutineers. There were no other actual witnesses but these desperate men. Hanson, the cook, in the steerage, reported hearing the noise and the gun shots and then slipping forward to the comparative safety of the forecastle. Gilbert Smith, the other boatsteerer, who Comstock had relieved as the watch on deck, adopted the same tactics. In his deposition at Valparaiso, Smith stated: "I was awakened by a disturbance .... in the cabin .... went to the cabin gangway and saw Samuel B. Comstock with a boarding knife [four feet long, double-edged] in his hand and the stateroom door in which the second and third mates were then .... Comstock swearing ..... he was the Bloody man, he had the Bloody hand and would have had landed them after the mutiny) as it was of the mutineers and their taking of the ship. However, it ~~was~~ became a basis upon which to place the details from other accounts which were later uncovered.

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It is well to examine the cast of characters as well as the stage in this tragedy of the sea. The officers and crew of the Globe were incredibly young. Captain Thomas Worth, ~~a native of Martha's Vineyard,~~ was the oldest man aboard, and he only twenty-nine. Mate Thomas Beetle, ~~also a Vineyarder,~~ was twenty-six and the second mate, John Lumbert, a native of Nantucket, was twenty-five. All others in the twenty-one total crew list were young men. Third Mate Fisher, of Martha's Vineyard, was twenty years old. Samuel B. Comstock, native of Nantucket and Gilbert Smith, another Vineyard man, both boatsteerers (or the harpooners) were both twenty. Youngest in the crew was John Ignatius Prass, a Portuguese boy of fourteen, barely five feet one inch tall. George Comstock, brother of the chief mutineer, was only fifteen, second youngest in the crew. Columbus Worth and Rowland Jones, sixteen, were both Vineyard youths, as were the Kidder brothers, Stephen, eighteen, and Peter, twenty-one. Constant Lewis of Tisbury, on the Vineyard, was nineteen, and his fellow townsman John Cleveland was twenty-one. Other members of the crew came from various places in New England. William Lay, 17, and Jeremiah Ingham, 17, both came from Saybrook, Connecticut. Daniel Cook, 22, a mulatto, was from Boston, Holden Henman, 23, was a native of Canton, Massachusetts, and Paul Jarret, at 24, the oldest of the foremast hands, and a Mashpee Indian, was from Barnstable on Cape Cod. It is a rather extraordinary fact that in their Narrative both Hussey and Lay left out the names of Cook and Jarret in their crew list, although both are listed in the original custom house list.

At the outset, there was a touch of sailors' superstition, as the Globe actually sailed on December 15, but was forced to return to the Vineyard harbor at Holmes Hole to obtain a new crojack yard, to replace one broken by a strong westerly gale, and did not get to sea until December 20, 1822. This was considered an ill omen by many of the hands. However, there was little of any untoward happenings during the continuing voyage, as the Globe made her way across the Western Ocean to the Cape de Verde Islands off the African coast, then shaped her course for Cape Horn and reaching the Pacific Ocean in March, 1823. After an average series of cruisings on the whaling grounds the ship sailed for the Sandwich Islands, arriving at Honolulu on May 23r, 1823, where she was provisioned and sailed again. In mid-December, Captain Worth returned to that port. The ship was just a year fromhome.

This second stop at Honolulu proved a crucial one as six of the crew promptly deserted. It is odd that the Lay and Hussey Narrative does not list them but they were Henman, Ingham, Cook, Prass, Jarret and Lewis. They were replaced by seven taken "from the beach," as the expression goes. These recruits were Silas Payne of Sag Harbor; John Oliver of Shields, England; Anthony Hanson, of Barnstable, on Cape Cod, a Mashpee Indian; Joe Brown, a native of the islands; William Humphries, a Negro, of Philadelphia; Thomas Lilliston, home unknown, and Joseph Thomas, of Norwich, Connecticut. Hanson was shipped as cook and Thomas as steward, but the latter was soon displaced in favor of Humphries. Four of these men were to become the mutineers, Samuel Comstock's fellow conspirators. The seventh man was not even mentioned at this period of the events by Lay and Hussey's Narrative. This was Joseph Thomas, truly a man of mystery, who finally makes his appearance in the book on page 17 as one of the "abandoned wretches" shipped at

Honolulu (who "frequently were the cause of ~~severe~~ reprimands from the officers") and who "received a severe flogging." In the Narrative, ~~On~~ on page 49, he reappears as one of the men escaping in the ship, and on page 51 the account of his flogging is repeated.

Only the right combination of circumstances could have produced the meeting of these conspirators at Honolulu; ~~but~~ and the joining of desperate men with the equally desperate Comstock did come about and the fateful design which followed is now history. One must read~~s~~ carefully the Narrative of Lay and Hussey to grasp the significance of the events. They wrote from first-hand knowledge but they also were well aware that they must protect families and friends. By carefully skirting some obvious situations, they were able to present the main facts. For instance, their assertion that "there had been no abuse or severity which could in the least degree excuse or palliate so barbarous a mode of redress and revenge" is not entirely true as they reveal in such sentences, as, "Some of the men were determined to leave the ship provided she touched at Fannings Island and we believe had concerted a plan for escape," and in depositions, sworn to afterwards, that there were accounts of trouble and floggings. Hussey himself, in his deposition on board the Dolphin soon after his rescue, stated that men had complained that they did not have sufficient meat on occasion, and other statements by survivors record that the crew often complained they were not given time enough to eat their meals.

But there is other documentary evidence. In an account written by George Comstock, the younger brother of the arch-mutineer, at the request of Gorham Coffin, one of the Globe's owners, another version of the mutiny is revealed. In his deposition at Valparaiso, on June 30, 1824, Comstock had declared that the "most any of the crew had against Captain Worth" was "his not allowing time enough to eat their victuals." Three or four hours before the mutiny, Captain Worth had flogged Joseph Thomas (one of the men picked up at Honolulu) for calling out, "it will be a dear blow for you," when Captain Worth had threatened to flog him. Captain Worth promptly grabbed the man and proceeded to whip him "with an end of rope," while the crew stood watching in the waist. It was at this time that young Rowland Jones, the 16-year-old Vineyard man, turned to his shipmates to ask: "How can you bear to see a man used in this way...." The account of incident states: "After this they all went on the forecastle, murmuring and saying they would leave at the first isle they came to."

The first island sighted was Fanning's Island, just above the equator, and hundreds of miles south of the Hawaiian group, which they sighted on January 23, 1824. Some of the disgruntled crew had ideas of escaping into the woods of the island when and if a boat put ashore, but only the conspirators themselves were aware that the mutiny was planned. During the day the whaleship Lyra, of New Bedford, was spoken, under command of Captain William Joy of Nantucket, and the two ships cruised in company--a common practice among whalers, and a resumption of a pattern the two ships had adopted a few months earlier when on the Japan Grounds.

As night approached, Captain Worth gave orders that a light was to be displayed in the rigging, so that the proper signal should be used whenever the orders were given to tack ship, so that the Lyra might follow the course. At this time in whaling history, during the night hours, it was the custom to put the boatsteerers (Harpooners) in charge of the watch, with the boat crews of their respective boats. Gilbert Smith had the first watch that night, from 8 o'clock until 12 midnight. The man at the helm was George Comstock, the younger brother of the leader in the mutiny, and in his account of what took place states that when he was about to shake the wooden rattle, to summon his relief, Samuel Comstock came quickly up to him and in a low voice said: "If you make the least dammed bit of noise, I'll send you to hell."

As the leader, Samuel Comstock had planned well. At his heels slinked his three followers, Silas Payne, John Oliver, William Humphries. Each carried weapons including boat axes and the lethal, double-bladed boarding knives, used to cut blubber. While the startled younger Comstock looked on in disbelief, the mutineers approached the after companion way and disappeared down the stairs. The bloody night had begun.

The only contemporary account of what actually transpired during the uel Comstock, would have killed him on the spot. The developments of the next few days clearly demonstrates this fact.

Having been appointed the ship's steward, young George Comstock was told he must keep close watch over the food supplies. In going below on the second day after the mutiny he discovered William Humphries, the black man, and one of the mutineers, in the pantry loading a pistol. Alarmed, George went on deck to inform his brother and Humphries was promptly grabbed and bound and taken to the deck.

When asked to explain his action, Humphries declared he had "heard something--and was afraid for his life." When pressed for details, he stated that Gilbert Smith and Peter Kidder were planning to re-take the ship. Summoned immediately before the mutineers, both these men denied any efforts to enlist the crew for such a purpose. A mock trial was held before a jury composed of Silas Payne and John Oliver, both mutineers, and George Comstock and Rowland Coffin, of the faithful hands. But the verdict had already been directed by a meeting of the mutineers on that night. Humphries was found guilty and sentenced to be hung. Smith and Kidder would have been similarly sentenced had the verdict been in favor of Humphries.

As for the condemned mutineer, because he made no resistance, and listened stoicly to the announcement of his fate--hanging--it was taken for granted that he was guilty. But it was probably a resignation, being all too aware that his fellow mutineers would eventually kill him under any cicumstances. He was hung from a studdingsail boom, rigged out from the foreyard, with all hands ordered to take hold of the line and pull when Comstock struck the ship's bell as a signal. A heavy blubber hook was attached to his body which was immediately tossed over the side to sink quickly. In the black man's trunk, under his clothes, was found $16 in species which he had taken from Captain Worth's stateroom.

Now that he was master of the ship, Samuel Comstock appointed Silas Payne his first mate, and Oliver was next in line. Thomas Liliston and Joseph Thomas were considered friends and associates of the mutineers, and young Rowland Coffin, of Nantucket, ~~soon~~ who became a favorite of Samuel Comstock, and, according to the survivors, had some knowledge that a mutiny was planned. George Comstock, appointed steward, was also ac-

The Cruise of the "Dolphin" In Search Of The "Globe's" Survivors.

After leaving the coast of Peru, in August, 1825, the Dolphin sailed up the South American coast to Payta; thence to the Galapagos Islands. Here, some of the land turtle, or terrapin, were taken aboard for fresh meat (being kept alive in the hold), and the schooner continued on to the Marquesas. During the next two months Percival sailed through the mid-Pacific, narrowly escaping disaster when attacked by the natives of Byron's Island, where they stopped to replenish a dwindling supply of water on board. The next stop was to Drummond's Island, in the Kingsmill group, where the activity of the natives again threatened the safety of the ship, and the Dolphin put away for the Mulgraves.

It was on the 19th of November, 1825, when Percival finally reached his destination. Here he found the natives friendly and he was able to obtain his precious water supply. The Mulgrave Range, in which Mili belonged, was the southernmost group of islands in the Raddack Chain of the Marshall Islands. They formed a nearly circular group of coral islets, some of them of considerable length, with thick growths of cocoanut and breadfruit trees. On the seaward side the deep water was right up to the coral reefs.

As the Dolphin approached the Mulgraves, and soundings indicating it was possible to get close in, all hands gazed along the palm fringed beach, alert for any signs of the marooned whalemen. But only a few of the natives appeared, quickly vanishing in the trees. After proceeding for a few miles, the Dolphin lowered a cutter and Captain Percival went on shore. Thus began a series of such shore expeditions, in search of any signs of the Globe's crew. The party found nothing, but the natives came in numbers, very friendly, and a few canoes brought out foodstuffs as they visited the schooner. The search continued westward, touching at the several islands at the western end of the group.

Six days had elapsed since the Dolphin's first arrival at the Mulgraves when, on the afternoon of November 29, Lieut. Horner returned to the schooner with two men who reported:

> "....that a skeleton, supposed to be the remains of Comstock, the chief mutineer of the ship Globe, had been dug out of the sand beach . . . also, they had found spars, rigging, part of a sailmaker's palm, a thimble, staves and several other things, having no doubt of this being the place where the mutineers first landed.... "

The natives now showed signs of hostility, and the schooner was summoned and reinforcements landed. The disciplined appearance of the Navy men had its effect, and there was no attack.

The small boat parties had made surveys of the physical shape of the Mulgraves. It was ascertained that the islands formed a veritable coral necklace, extending for miles, and enclosing a huge lagoon, across the wide expamse of which the natives sailed their canoes rapidly. An opening through the islands from the se was found, but not deep enough to permit the Dolphin to enter, but did allow the launch to pass and enter the great lagoon, or inner lake. The search parties were now increased.

Now there began a deadly game of hide-and-seek. As the launch and cutters searched the islands, the natives darted in canoes either just in advance to just behind them. No signs of any white men were found. Percival sailed the schooner along the seaward perimeter of the islands while the boats kept up their steady searching. Lieutenant Paulding, with Midshipmen Davis, Schermerhorn and McBlair with seven men were in the big launch. As the native chiefs had no regalia to distinguish them as such, it was impossible to arrange for aninterviw with the native leaders, and the search continued.

Having found enough evidences of the encampment of the Globe's marrooned crew, Lieutenant Percival increased the tempo of his search for any possible survivors. The launch and cutters carefully approached the several islands, finding the natives wary and unwilling to approach them. For that first week, it was a prolonged ordeal for the Navy men, but they persisted, following the orders of their commander without any deviation.

It was on the 29th of November, 1825, that the search finally reached the crucial stage. William Lay noted that the agitation of the natives had come to the point where they had prepared to attack the Navy party. Realizing his chances for rescue were doomed if such occurred, he decided on strategy; he declared he would join the natives in case of any fighting, and offered to convey to the white men the idea that the natives were friendly; that they sit down with them for a parley. Once such a conference began, however, the natives were to overwhelmed the Navy men, seize their arms, and kill them. To this plan the natives were in agreement.

The Dolphin's launch, under command of Lieut. Hiram Paulding, on this morning approached the island where William Lay stood surrounded by a hundred natives. Bringing the launch up to the beach, he ordered the kedge anchor dropped and prepared to veer the boat through the small surf, so that he could land with his men. At that moment a "person in the guise of a native advanced from the crowd of savages" until he stood alone, half way between them and the launch. It was William Lay and at that same instant he raised his hand and spoke:

"The natives are going to kill you! Don't land unless you are prepared to fight!"

The words of Midshipman Charles Davis, with the launch crew, describe best the next series of events:

> "The sensation created by his wild attire . . . and by his words, seemed like an illusion of fancy! His hair was long, combed up and tied in a knot on top of his head. He was naked except for a mat about the loins, and the action of the tropical sun, combined with the use of cocoant oil, had tanned his skin as dark as any native."

Although Lay repeated hastily the natives' plan to overwhelm them at a certain moment once they were on shore, Lieutenant Paulding hesitated. He realized instantly that this was one of the Globe's men. But, suppose he was one of the mutineers? If he was not, why had he eluded them for so many days? From the boat, Paulding asked him his name, and when the answer came quickly, "William Lay," he called to him to run to the boat, so that they might rescue him. Lay replied that if he made such a move the natives would catch him easily and kill him. He repeated his plan of misleading the natives by more deliberate movement.

The plan worked for that moment. While Lay called back to the natives that his strategem was being carried out, Paulding veered the boat to the beach, landed his men, leaving the boat-keepers on board, and formed a line, with pistols and cutlasses ready. When Lay came close enough, Paulding seized him and clapped a pistol to his breast.

"Who are you?" he demanded.

"I am your man!" declared Lay, and burst into tears.

The natives had by this time crowded forward somewhat, but had not advanced down the beach. Paulding told Lay to call to them that he would kill any of them who attempted to rush the boat. Lay could hardly convey the message, being almost hysterical with the prospect of rescue but, at the same time, fearful of the native charge.

But there was no attack. A few bold ones started but went only a few feet when, finding themselves unsupported, ther drew back. The only one who

It was during the cruising period "on Japan" that an incident took place on the Globe's decks which would have a fierce sequel a few months later. The ship was sailing in company with the Enterprise, also a Nantucket whaleship, and after several successful days, during which several whales were taken, the two vessels hove to and the crews exchanged visits in the traditional custom of a "gam." Samuel Comstock, who had a reputation as a rough-and-tumble fighter (according to his elder brother, William), challenged others to a wrestling match. Nathaniel Fisher, the Globes's third mate, promptley accepted. George Comstock recounted the episode:

sailed from Old Town (as Edgartown on Martha's Vineyard was called) she was merely another of the Nantucket ships bound on the time-honored kind of voyage around Cape Horn to the South Seas. She was owned by one of Nantucket's oldest whaling firms, Christopher Mitchell & Company , and was on her third voyage.

The Lay and Hussey Narrative, therefore, had a mixed reception in Nantucket for obvious reasons. The mutiny was a distasteful fact, involving not only families but tradition. It was the first incident of its grim character in the island's history and it brought into the open some of the harsh treatment meted out to the foremast hand. But, most startling of all was that the chief mutineer was a native islander, son of a highly regarded member of the Society of Friends.

The Fate of The Marooned Crew--The Remarkable Survival of Hussey and Lay.

Despite the lack of success in learning of the possible survival of any of the Globe's crew, Percival was determined to persevere. At this crucial time there were two young men who had survived a massacre by the natives of their companions--William Lay and Cyrus Hussey, both 17 years of age, who had been separated for months and were ~~now~~ being concealed by their captors. Well aware of the search parties, the two were now in a constant state of high anxiety; their rescue or their further abandonment so close at hand.

Their thoughts returned with a vivid clarity to the time , ten months beore, when on the morning of February 18, 1825, the encampment of the

Hull in April, 1825. The wars for independence from Spanish rule were taking place at this period along the west coast, and the small fleet under Hull's command were busy protecting American commerce, and the Commodore could not find his way clear to carry out Southard's specific instructions until August of that year. The *Globe* had been home for over nine months; the marooned crew of the ship had been at the Mulgraves since February, 1824--more than a year before a move was finally made for their rescue--when Hull ~~ordered~~ selected the topsail schooner *Dolphin* ~~detached~~ from his squadron, ~~and~~ under command of Lieut. John Percival, ~~to~~ and ordered him to sail for the Mulgraves, apprehend the mutineers and rescue the six other members of the *Globe's* crew.

Lieutenant Percival had the authority to conduct the search in his own way. He was known to his colleagues as "Mad Jack" Percival for his daring, and had displayed his courage on occasion, as well as his boldness. ~~reckless application in his duties, but~~ Commodore Hull had full confidence in his ability.

After two months of cruising along the "Off-shore grounds," well at sea off the coasts of Chili and Peru, then on to the Galapagos Islands, the ship headed along the "line," as the equator was called, and on May 1st, 1824, arrived at the Sandwich Islands--the Hawaiian Islands. After putting in supplies at Honolulu, the Globe sailed for the famous Japan Grounds, where She cruised with the ships Palladium, of Boston, and the Pocahontas of Falmouth.

a mulatto, was ~~twenty-two~~ 22;; Cyrus Hussey, of Nantucket, was ~~seventeen~~ 17;; and Paul Jarret, of Barnstable, a Mashpee Indian, aged 24, completed the original crew. A man named Nahun McLurin, of Bridgewater, who had signed on for the voyage, was taken out of the ship "by order of law," and his place taken by Constant Lewis, of Tisbury, a nineteen-year-old farm boy from the Vineyard. It is a strange fact that in their account of the mutiny and voyage Lay and Hussey never included Cook or Jarret in their list of crew members.

The Globe began her voyage with a touch of sailors' superstition. Leaving Edgartown of December 15, 1822, she carried away the cross-jack yard and returned to port for re-fitting, and sailed again on December 19, but was forced to drop anchor at Holmes Hole (Vineyard Haven). Finally, the ship got under way on December 20, and proceeded to sea. This delay was considered a bad omen, although the previous excellent record of the ship would tend to place her in a highly favorable light. ~~As a whaleship the Globe was typical of her times, being ninety-five feet in length, in beam measuribg twenty-six feet nine inches, and thirteen feet, 5 inches depth. She had a square stern and was of 293 tons burthen~~.

Comstock and His Mad Destiny Rule.

Comstock was now in complete command of the Globe. With his three accomplices at his side he ordered several crew members to drag the bodies of Second Mate Lombard and Third Mate Fisher, with ropes attached, to the deck. With lanterns illuminating the scene he then gave the order to throw them over the side. Fisher's dead body was quickly disposited into the sea, but, by some incredible means, Lombard still lived, and when his inert form began falling over the side, with a spsmodic effort he clung to the plank-shear, calling: "Comstock--you said you would save me!" But the pitilight to be shown in the rigging as a signal for the Lyra to tack, while he kept the Globe on a course further separating the two vessels. Oliver promptly called all hands out of the forecastle, to shake out the reefs and make sail.

Gilbert Smith's actions up to this point revealed his fear and indecision. As has been noted, at ~~At~~ the first sound of the mutiny he had left the steerage by way of the after hatch, briefly talked with George Comstock, and then ~~and~~ went forward. Here, attempting to conceal himself under the head of the forecastle, he found young Columbus Worth, the Captain's nephew, who had seen the mutineers slinking aft with weapons in hand, ~~and~~ had become frightened and tried to hide himself. Smith then went into the forehold, a cable-stowing area in the bow peak, but after a while led the boy down into the forecastle. After questioning the hands, and learning they were unaware of the slaughter aft, Smith told them the mutineers were killing the officers. Soon after they all heard the sound of musket shots. Smith went again on deck, but before he did so, however, some of the crew advised him to hide himself or go aloft.

It was at this time that Smith decided to face the situation squarely. Under oath, in his statement later, he declared:

less chief mutineer kicked at the doomed man's fingers. Lombard finally lost his hold and fell into the sea. "But he swam very quick," reported George Comstock, "but after being in the water a minute we saw nothing more of him."

It was now 2:00 o'clock in the morning, and the signal light from the Lyra could be seen. Comstock, apparently fearing Lombard might be able to reach the other ship, ordered a boat lowered. Halfway down, he suddenly changed his mind, and commanded the boat be hauled up. It was evident that he realized a boat's crew, once the boat was in the water, would pull for the Lyra and escape. ~~Comstock ordered the signal lantern hoisted, in answer to the Lyra's light, but instead of tacking he kept the Globe on its course~~. By this time he had most of the sails set and drawing and the ship was proceeding at a steady rate.

The crew was sent below, and the mutineers kept the deck. The faithful hands were dazed by the turn of events, and the sight of the bodies of Lombard and Fisher being tossed into the sea completely unnerved them. In his deposition, Gilbert Smith recorded: "At this time we knew nothing of the Captain or the Mate, but we heard Comstock say they threw them out of the cabin windows." In George Comstock's account we learn of the terrible indignities with which Captain Worth's body was treated. A boarding knife was thrust through his dead body until it protruded through his throat, and an axe driven into his head before the body was shoved through the window. Mate Beetle was still living, but fatally wounded, when his unconscious form was similarly dropped into the sea.

One of the youngest of the crew members was Rowland Coffin, a nephew of Gorham Coffin, one of the ship-owners. He was a favorite of Captain Worth, and was accused of "curry-favor," a seafaring term meaning favoritism by the officers because of his relationship to the owners. Oddly enough this 16-year-old Nantucket youth was also a favorite of Comstock, the mutineers' leader. It was alleged by some that he had ~~some~~ knowledge of the mutiny being planned, but this is conjectural. Before his fate had been determined, Gorham Coffin came to his defense, and was bitterly critical of the role Gilbert Smith played, who, he believed, should have rallied the crew on that violent night.

Such judgement, given at a time when the ship had returned home, and the story reported, seems unfair. Gilbert Smith did become the leader in the later events, and his skill as a navigator helped save the ship, but at this particular moment he was a marked man. Had he given any sign of revolt, the desperate mutineers, still led by Sam-

"Coffin, from some of the Crew, in consequence of his "being taken the most notice of by the Captain, "previous to his death, & afterwards for being much "noticed by Saml. B. Comstock."—

(Sign'd,) "George Comstock"

This being the most high-handed piece of villany which ever took place on board a vessel of the United States, an extensive perusal of those documents will consequently be had; & may I be permitted to hope that the accusations therein contained, may not operate to the prejudice of one of the only two persons belonging to this place, who composed the original Crew of said Ship.—

Having been left an orphan myself, while on one of those long voyages, I feel the duty more incumbent upon me, to assist in the protection of those in the same situation, until more evidence of guilt shall appear, than has yet been adduced against the above named boy.—

The nature of this communication is such, that it would not answer at this time for a owners of the unfortunate Ship Globe, of this port; which lately had her Captain & Officers murder'd in the Pacific Ocean; since which the ship has return'd home, bringing six of her former crew, one of which, a native of Connecticut, stands accused as acceſsary to those Crimes. — Mr Hogan, our Consul at Valparaiso informs the owners of the ship, that on her arrival at that port, he closely examined the men which came in her, & had sent a copy of their examinations to the Department of State at Washington; another to Commodore Hull at Callao; another to the Magistrates of this place; & another, he does not say where, & we are left to suppose it was to the Navy Department. —

The owners of the Ship have been favoured with a perusal of the copy which came to the Magistrates here; in which I am concerned to find that Mr Hogan suffered some of the men to give their suspicions as evidence of the Guilt of an Orphan of Sixteen years of age, by the Name of Rowland Coffin, which is the sole cause of my presuming public communication; therefore I shall consider it as private, observing further, that should the Government wish for any other information than it now poſseſses of ~~these~~ transactions connected with this mutiny & piracy, it will be furnished on application to Christopher Mitchell & Co. of this place, if in their poſseſsion. —

I am Sir very respectfully
Your Obt. Servt.
Gorham Coffin

in
nd
hich,

Nantucket 29th Nov: 1824

Hon. John Quincy Adams
Washington

Sir, May a humble individual preſume to addreſs you in vindication of the Character of an injured Orphan? The exalted station in which you stand, & my own opinion of your Character, impreſs on my mind a belief that, the fair fame of every individual of these United States is not indifferent to you. — Under these impreſsions, & knowing that much of your time cannot be devoted to a subject of this kind, I will endeavour to be as brief as poſsible. — I am one of the

That Samuel Comstock's hatred for his conqueror became a smouldering part of his plot of mutiny and ~~would become a flaming reality on the fateful night,~~ was another proof of the twisted nature of the man. Only companions as bitter and revengeful as he could have joined in the bloody and insane plot to take ~~set in which~~ the ship. ~~was then taken.~~

The long cruise on the Japan Grounds proved highly successful, and Captain Worth was able to stow 550 barrels of sperm oil below hatches. The ship had been at sea for nearly five months, and the prospect of returning to Honolulu for fresh provisions and opportunity for shore leave was welcomed by all hands. It was during this part of the voyage that Lay and Hussey, in their story of the mutiny, wrote: "Many complaints were uttered by the crew among themselves with respect to the manner and quantity in which they received their meat. ...." In several of the statements, recorded by the survivors later, the fact that the food for the crew was often not adequate, and the men not allowed time in which to eat, were the chief criticisms.

Like Gilbert Smith, the other boatsteerer, Samuel Comstock was allowed to eat in the cabin with the officers, and also had a berth in the steerage, in the after part of the ship, just ahead of the main cabin, where the cook and steward had berths, as well. Thus, the whaleships of the time were divided into three sections as regards the officers and crew; the forecastle for the crew, the steerage for the boatsteerers, cook and steward and often the blacksmith, and the main cabin for the captain and the mates.

and several natives wounded. ~~Then~~ the *Globe* sailed northwest and finally reached Lord Mulgrave's Range or the Milli Group of the Marshall Islands. Here the disembarkation, ~~the~~ death of Comstock and the escape of the *Globe* were but subsequent acts in the tragedy.

" ——— "

Although only eight men survived the mutiny — six who returned to Valparaiso in the *Globe* and two who were eventually rescued from the Mulgraves ~~island~~ — actually ~~five~~ others of her original crew escaped the results of the crime. These were the ~~five~~ who ~~escaped~~ deserted the ship at Honolulu ~~on~~ December, 1823. — John Cleveland, Constant Lewis, Holden Henman, Jeremiah Ingraham and Joseph Prass. Had these men remained aboard there would ~~doubtless have been~~ a mutiny.

From the testimony at Valparaiso before Consul Hogan, George Comstock stated that Rowland Jones and Cyrus Hussey knew of the plan to retake the ship ~~that~~ night of February 17, and planned to swim out to her but were prevented by some unexpected vigilance on the part of the shore party. Thus one other narrowly missed his chance for survival — Rowland Jones.

~~The voyage of~~ the top-sail schooner *Dolphin*, dispatched by Commodore ~~Isaac~~ Hull of the Pacific squadron under orders from Washington, sailed from the port of Chorillos, ~~coast~~ of Peru on August 18, 1824. The voyage to ~~the~~ Mulgraves was made by way of the Galapagos and the Marquesas Islands, thence to lonely Caroline ~~Island~~ in ~~latitude~~ 9° - 54' south and ~~longitude~~ 150° = 18" west. ~~Capt.~~ Percival steered for Humphreys or Riersons islands, lately reported by the Nantucket whaler *Ganges*, but could not find them. Finally, they arrived at the Duke of Clarence Island in the Kingsmills. Here the natives narrowly missed cutting off several boat-crews and the *Dolphin* ~~just~~ managed to get away. On November 19, the schooner at last arrived at the Mulgraves.

Captain Percival found evidences of the *Globe's* landing

③

— a whaleman's lance —
soon after he began his search of the Milli group. These islands were circular in shape — a coral necklace surrounding a ~~[illegible]~~ lagoon which stretched for miles, across which the natives sailed their canoes with great rapidity. As fast as the marines searched one island, the natives would cross and re-cross the lagoon, so that the procedure was like a giant game of checkers, with the natives always one jump ahead.

Meanwhile, both Lay and Hussey were praying for deliverance. They were kept hidden by their captors, who moved them from one island to another with skillful planning. On one occasion, Lay was held in the garret of a hut while a ~~searching~~ party from the ~~Globe~~ schooner was ~~[illegible]~~ searching the village.

The finding of several portions of seamen's chests, some ashen poles and other articles from the *Globe*, spurred the *Dolphin's* men on with their quest. At last they were rewarded. A whaleman's mitten was found with the name *Rowland Coffin* marked thereon. This was unmistakable proof ~~that~~ the *Globe's* men had been here.

~~A~~ AT ~~last the arduous efforts of the white men were rewarded.~~ On November 29th ~~they~~ came to the islet where the *Globe's* ~~had~~ crew had original landed and found "a place that was strewed with several hundreds of staves of beef and pork barrels, and old pieces of canvas and cloth. In advancing further, ~~they~~ found a skeleton, lightly covered with sand, and a box containing a few Spanish dollars.... There was no doubt... that this was the place where the mutineers, and others of the *Globe's* crew, had been left — but where were they now?"

which ~~with~~

The log of the *Dolphin* records this discovery:

Insert

~~Remarks on Tuesday Nov. 29th 1825 Mulgrave Island~~

....at 3 Two men of Lt ~~[illegible]~~ Homer's party returned to the vessel, bringing intelligence that a skeleton supposed to be the remains of Comstock the chief Mutineer of the Ship Globe had been dug out of the Sand beach upon the most-Western Peninsula of Mulgrave island. Also that they had found spars, rigging, part of a sail makers palm[?], a thimble, staves and several other Things, having no doubt of this being the place where the Mutineers first landed. Commenced fitting out ~~[illegible]~~ the launch for a Searching Expedition....

[illegible]

person who was dressed and looked like a native addressed us ~~[illegible]~~ in our own language," wrote Paulding

— a whaleman's lance —
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Insert The Dolphin's launch was hoisted out, which ~~with~~ ~~an~~ eleven men and one junior officer placed under command of Lieut. Hiram Paulding. This party immediately took the launch through a passage in the reef and into the inland sea — the great lagoon. Cruising along the islets, they came to one where was gathered a larger body of natives than was expected. ~~There~~ Here Paulding decided to investigate. He had his men row ~~pull~~ the launch until it was just in back of the low surf. At that moment, a person who "was dressed and looked like a native addressed us ~~then~~ in our own language," wrote Paulding. /

Remarks on Tuesday Nov.22,1825 Eastern Mulgrave Island

....Sent Lt Howard, Purser Vates, Sailing Master Lewis & Midshipman Strong to examine the island in order to ascertain if any Signs of the Mutineers ever having visited this island....

Remarks on Thursday Nov. 24, 1825

....at 4.30 Capt Percival left in the 1st Cutter to examine an other part for the Mutineers of the Whale Ship Globe....

Insert

The log of the Dolphin records this discovery:

~~Remarks on Tuesday Nov. 29th 1825 Mulgrave Island~~

indent single space

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The Launch left the Ship to search the leeward most Island with Lt. Paulding and Midshipman Schemerkorn, provided with 5 days provision for 10 men also provisions for Mr. Homdy[?] and party.

Remarks on Wednesday Nov 30th 1825 Western Mulgrave Island

Discovered the first Cutter & Launch under Sail standing through the opening of the Island for the vessel. At 8[a.m.] Lt Paulding came along side with the Launch bringing William Lay & Cyrus Hussey two of the crew of the American Whale Ship Globe who informed us that they were the only survivors of those Left upon the island by that vessel, the Natives having Slain the Others. And that since the Appearance of the Vessel every Endeavour had been made by the Natives to Conceal those two men from our Sight....

"The Indians are going to kill you; don't come on shore unless you are prepared to fight." Thus spoke the unknown "native" ashore.

~~The~~ young Lieutenant Paulding ~~[illegible]~~ gives an excellent description of the scene:

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"...although we were convinced that this was one of the men we were so anxiously looking for, his ~~wild attire~~ sudden and unexpected appearance, his wild attire, and above all, his warning, seemed like an illusion of fancy. His hair was long, combed up, and tied in a knot on the top of his head; round his loins, he wore a large ~~[illegible]~~ mat, finely wrought, and the use of cocoanut oil, and the action of the tropical sun for nearly two years, had made his skin almost as dark as that of the natives."

The man ashore repeated his warning, even described the plot to entice the white men ashore and then suddenly attack them with stones. Paulding pondered the situation. Was this one of the mutineers? If he was not, but one of the faithful hands, why had he not made his appearance before? He asked the "apparition's" name. "William Lay of the Globe, of Nantucket," was the reply. Paulding wrote:

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"His stature and juvenile appearance answered the description we had of him. I told him to advance to the boat, but he said he was afraid of the natives... I then directed him to run to us and we would protect him; but he declined, saying that the natives would kill him with stones before he got there. During all this time they thought he was arranging for us to come on shore..."

Paulding made up his mind quickly. After ordering his men ~~to~~ discharge and re-load their pistols, he landed them, swiftly marched to where Lay was standing and, not knowing whether he was a ~~mutineer~~ or not, presented a cocked pistol to his breast.

indent single space

> "I repeated the question: 'Who are you?' to which he replied: 'I am your man,' and burst into tears. I told him then to say to the natives that if they rose from their seats, or threw a stone, we would ~~s~~ shoot them all."

Poor William Lay, beside himself with the joy of his deliverance, could only call out half in English and half in ~~the~~ native tongue, until Paulding brought him up sharp. There was a moving scene when the old native, who had saved Lay during the massacre of the ~~[illegible]~~ Globe's marooned crew, had a last parting with the young man. Then Paulding hurried him into the launch.

This rescue successfully accomplished, Lay told Paulding the story of the massacre and informed him that only one other remained alive — Cyrus M. Hussey, a young Nantucketer, who was held captive on another island. Paulding promptly headed the launch for that island, anxious to get there before one of the sailing canoes brought the information of Lay's liberation. Lay urged his rescuers on, also recognizing this danger.

At last they arrived at the island where the only other survivor of the Globe was held captive. By good fortune they reached it before the startled natives were aware of their mission. Lay pointed out the native chief, one Lyoma, who ~~he~~ was Hussey's captor. Paulding immediately seized him and informed ~~the~~ an old native woman that he would be killed unless the young white captive was freed. The ~~[illegible]~~ resulting action is best described by Paulding:

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> "It was a few minutes before he [Hussey] appeared, walking towards us, with his fine yellow hair hanging in ringlets about his shoulders, and his person quite naked with the exception of a piece of blanket ~~tied~~ around

revenge, he plotted and executed the deeds of a madman. ~~Human nature is that priceless impediment which must be applied against the facts.~~ In this instance the conclusion must be ~~[illegible] [illegible]~~ that Comstock was insane.

That he had some saving qualities is evidenced by several records. Even the attempt by his brother William Comstock, in an unusual volume ~~attempting to explain~~ ~~by glossing~~ his unjustifiable acts, had something to say for him, ~~its points~~. (48) But, by far, the lament of his schoolmate, Henry Glover, of Nantucket is the most appropriate of all. Glover wrote a poem entitled "The Young Mutineer," ~~stanzas~~ ~~one stanza of~~ which ran in *The Inquirer* of Nantucket, and ~~one stanza ran~~ "Tho beardless his cheek, ... a heart without fear, were ~~the boast of the~~ pride and the boast of the young mutineer... He lies on the beach of a lone desert isle... the mangled remains of the young mutineer."

Young George Comstock also disappeared from Nantucket. The only story ever current about him comes from San Francisco, many years after the Mutiny. One day, a small sail boat capsized in the bay. For hours two young men, who were in her, clung to the overturned craft. One finally succumbed; the other was seen by a solitary watcher who lived by himself in a small house overlooking the bay. This watcher put off in a boat and [illegible] took the young survivor to safety. The rescuer was George Comstock, — and the man he rescued was his own nephew!

If there was any mysterious figure in all the Globe's complement, it was the youngest one on board, Rowland Coffin, at the time of the mutiny only ~~then~~ 16 years old. As the nephew of Gorham Coffin, one of the owners of the ship, he might have asked special privileges, as some of the crew who returned accused him of currying favor with Captain Worth and the officers. ~~But~~ the depositions of George Comstock, Joseph Thomas, ~~and~~ Gilbert Smith and Peter Kidder stated he knew that a mutiny was being planned but did not warn the officers. It ~~was~~ also shown that he was the only one ~~man~~ who spoke up for Thomas when the foremast hand was being flogged.

~~When the Dolphin arrived at Honolulu in January, 1826, after taking off the two survivors who had been marooned in the Mulgrave Islands, no one knew from the contradictory reports who had been saved. In August of that year Gorham Coffin wrote Secretary of the Navy Southard, asking for more definite information to "relieve the anxiety" of friends and relatives at home.~~

Mr. Coffin wrote a vigorous defence of his nephew. He even went so far as to engage the services of Daniel Webster in his behalf, if he should be one of those surviving the group of those "destroyed by the natives." Wrote Gorham Coffin to Webster:

render single space

> "I have been induced to make this intrusion from a desire to enlist your talents in behalf of an injured orphan... ...Rowland Coffin... an active intelligent youth; his father died at sea some 14 years since while in command of a ship belonging to Boston; his mother ... ~~[illegible]~~ poor and left with 3 children... This boy entered on board the Globe as second cooper (Hussey being the first), with a determination to do his duty.... for which he was stigmatized with the epithet curry-favour (a term of reproach) by those ~~[illegible]~~ less active."

To show evidence of his nephew's innocence

Payne believed Comstock was inducing the natives to rise against the white men. One afternoon he lay in [illegible] ambush and killed Comstock as he returned from the native village. This was on February 9, 1824.

At this time Gilbert Smith, the other boatsteerer, determined to cut the ship's hempen cable and escape. He enlisted five men to help him. Among the five were two fellow Vineyarders, the Kidder brothers, Anthony Hansen, the Cape Cod Indian, Joseph Thomas, one of the men suspected as being an accessory before the mutiny, and George Comstock, the 16-year-old brother of the chief mutineer, the now murdered Samuel Comstock. These six men did escape in the ship and sailed her [illegible] across the Pacific to Valparaiso, where they arrived in June, 1824.

In the meantime, the natives of Milli, incensed at the murder of Comstock and angered by the harsh treatment of their women by Payne and his fellows, suddenly attacked the camp of the marooned men and killed all but two youths — Cyrus Hussey of Nantucket and William Lay of Saybrook, Conn. These two ~~men~~ young whalemen were captives of the islanders for two years. At last they were rescued by the topsail schooner Dolphin, dispatched especially to hunt for them. Upon their return home, Hussey and Lay wrote the narrative of the Mutiny which has been the basis for practically all of the accounts of the Globe's tragic voyage.

But there is other documentary evidence. At Valparaiso, the six crew members made sworn statements to Michael Hogan the American Consul. At Boston, before the Federal Court, and the ~~unknown~~ little known account as written by George Comstock, the younger brother of the arch-mutineer. ~~and [illegible] one of the six~~

It is the story of George Comstock which has never been examined before, and which contains [illegible] so much pertinent material. At the request of Gorham Coffin, one of the Globe's owners, Comstock wrote his narrative. He states:

In his deposition at Valparaiso, on June 30, 1824, Comstock had declared that "the most any of the crew had 'against' Captain Worth was 'his not allowing time enough to eat their victuals.'" Three or four ~~days~~ hours before the mutiny, ~~Captain Worth the mate~~ Captain Worth had flogged Joseph Thomas, one of the new hands shipped at ~~Valparaiso~~ Oahu, for remarking that "it would be a dear blow for him" if the *Globe's* master whipped him. Captain Worth immediately "took hold of him [Thomas] by the ~~throat~~ collar and whipped him with an end of a rope, the rest of the sailors standing in the waist silent except Rowland Jones [the 15-year-old Nantucketer] ~~also~~ a boy, who asked the others how they could bear to see the man served that way; after this they all went on the forecastle murmuring and saying they would leave her [the ship] at the first isle they came to. Silas Payne said that if the Captain flogged any more in that way they must ~~speak to~~ tell him to stop .... all this happened on the ~~day~~ morning of the day the Mutiny broke out when the officers all were murdered."

Comstock further stated in his deposition that Rowland Coffin, the youngest on board, "told the murderers everything the crew said afterwards," and "must have known something" of the Mutiny, although he took no part in it. He also told of Thomas Lilliston going as far as the companionway on the night of the mutiny, "with a hatchet and knife in his hand ~~but~~ gave out and went forward and turned into bed."4 He also accused Joseph Thomas of having knowledge of the proposed mutiny but of taking no actual part in it. On the voyage of escape in the *Globe*, Thomas was often disobedient and noisy, Comstock declared.

In his journal, written afterward and never examined by historians ~~[illegible] this to~~ until this time, Comstock wrote:

The Globe mutiny had many consequences. Of paramount importance was the public recognition that a whaleship, although representing in the Pacific Ocean a floating bit of United States property had no protection by our government once it had left the Coast of Peru. The successful cruise of the Dolphin gave a new prestige to the Navy. Two years after, Captain Catesby-Jones, aboard the Peacock at Tahite; conducted a trial of whalemen accused of mutiny on the whaler Fortune, of Plymouth, Mass. He ordered two men to "be punished by thirty-nine lashes with a cat-of-nine tails on the bare back," one other "twenty-five lashes in the same way," and three others to "receive fifteen lashes," (51) These was more severe than punishment hitherto meted out by the whaling masters.

As for the whaleship itself, owners now ordered that boat-steerers should no longer command a watch at night. From time immemorial a boat-steerer or harpooner had been on unofficial officer - now he became a still more unqualified personage. He lived in the steerage - both in rank and quaters - half-way between foremast hand in the forecastle and officers in the cabin, aft. He was a man apart, selected for his coolness and skill in driving home a harpoon. He originally was designated a line-coiler, delegated the exact task of putting the whale line in the boat's tubs; then he was specified as a boat-steerer as he changed places with the mate after the whale was "fast," and took over the steering oar. Now his position on board ship was no less respected and secure - but his ~~status~~ authority as an under officer was curtailed.

Although only eight men survived the mutiny - six who returned to Valparaiso in the *Globe* and two who were eventually rescued from the Mulgraves - actually six others of her original crew escaped the results of the crime. These were: One who left the ship at the Vineyard; the four who deserted the ship at Honolulu in December, 1823 and the one discharge for disability, - John Cleveland, Constant Lewis, Holden Henmen, Jeremiah Inghran and Joseph Press. Had these men remained aboard there would doubtless never have been a mutiny.

From the testimony at Valparaiso before Consul Hogan, George Comstock ~~Smith~~--- stated that Rowland Jones and Cyrus Hussey knew of the

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The island's newspaper received this news just before going to press and in its next issue Nov 2, 1824 apologized for the "imperfect account" it had published. It then printed a ~~[illegible]~~ column story, "the veracity of which is indisputable." During the examination of ~~the six~~ Gilbert Smith and his associates, before ~~[illegible]~~ Magistrate Hussey, at Nantucket, the *Globe* quietly crossed the bar and entered the harbor, and was moored at the South Wharf.

For many years there were many weird tales about the *Globe*. There were actually three ships of that name who went whaling, two from New Bedford. But the old *Globe* of tragic memory, had always made excellent voyages from the time she first sailed out of Nantucket in 1815. After her experience with the mutineers, she made another voyage to the Pacific — a good voyage — under Captain Reuben Swain. Upon her return, she was purchased in 1828 for a trading venture to Brazil. This was her last voyage, as Captain George Macy sold her at Santos, Brazil, where she was broken up in 1830. On this voyage, Stephen Kidder, one of her ill-fated crew of the mutiny, sailed under Captain Macy as first mate. ⑱

Gorham Coffin, of Christopher Mitchell & Co., owners of the *Globe*, sent several letters to Washington, requesting that a naval craft be dispatched to the Mulgraves to apprehend the remaining mutineers and to save the innocent victims of the plot. ~~Early in January~~. Other whaling merchants joined in forwarding a Memorial on the subject, requesting immediate action. Secretary of the Navy Samuel Southard, in a reply to Congressman Reed, on January 19, 1825, stated: "I shall send to Capt. Isaac Hull, by the first opportunity, directions to send one of the vessels under his command to the Mulgrave Islands for the object presented in the memorial. ... It is impossible to anticipate within what period he will be able to accomplish it."

Secretary Southard's orders to Commodore Hull reached the latter on the west coast of South America early in May. After ~~two months~~ several weeks of necessary delay, ~~the~~ the old skipper of the famous *Constitution* during 1812, decided to entrust the task of the voyage to the Mulgraves to Captain John Percival of the ~~[illegible]~~ schooner *Dolphin*. Capt. Percival was well fitted; ~~[illegible]~~ his nickname was "Mad Jack", and ~~he [illegible]~~ it was a task to his liking.

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From the testimony at Valparaiso before Consul Hogan, ~~Gilbert Smith~~, George Comstock, ~~and Peter Kidder~~ stated that Rowland ~~Coffin~~ Jones and Cyrus Hussey knew of the plan to retake the ship that night of February 17, and planned to swim out to her but were prevented by some unexpected vigilance on the part of the shore party. Thus one other narrowly missed his chance for survival - Rowland Jones.

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disembarkation; the death of Comstock and the escape of the *Globe* were but subsequent acts in the tragedy.

The *Globe*, with Gilbert Smith and his five ~~co~~ shipmates, approached the ~~Ch~~ coast of Chile early in June. Fortunately a ship was sighted which ~~[illegible]~~ put aboard several hands to help work the whaleship into Valparaiso, where they arrived June 7, 1824. It was a remarkable voyage — a tribute to the navigation of Smith and the ~~[illegible]~~ seamanship of his mates. Consul Hogan called it a voyage "most miraculously" completed.

After the examination by Consul Hogan, the *Globe's* men were placed under guard on board a French frigate then lying in the harbor, there being no American naval craft there at that time. Hogan seized the *Globe* under his vested authority, placed it under the command of a Captain James King, recruited a crew, and ordered her home. The six ex-crew members, held under suspicion of piracy, were ~~immediately~~ confined to quarters.

The *Globe* left Valparaiso in ~~September~~ July, 1824 and made a safe voyage around the Horn, arriving at ~~Edgartown~~ Edgartown in Martha's Vineyard on ~~December~~ November 14 of that year. Oddly enough, ~~[illegible] five days after her [illegible]~~ her arrival, the ship was turned over to Gilbert Smith, as master, who took oath "as required by law." (18)

News of the mutiny had preceded the ship's arrival by three weeks. The *Inquirer* of Nantucket printed the first version of the affair (under the head "Mutiny and Murder") on October 25, 1824, receiving the information from the ship *Bettle*. On the day following the *Globe's* arrival at Edgartown (~~[illegible]~~), the *Inquirer* printed a garbled account of the disaster, stating in part, in its issue of Nov. 15, 1824:

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"The only names of the survivors of the Mutiny which we have been able to obtain are Smith, and two sons of Captain Kidder of Edgartown. One of the remaining three is represented as being a lad of 19 or 20 years. It is further stated that Captain Worth was killed with an axe while asleep in his berth, by Thomas, a sailor shipped at the Sandwich Islands. The Mate was shot by the elder Comstock.....who was later hung at the Mulgrave Islands. The younger brother was compelled to assist at the execution and on his remonstrating afterwards was beat to death with billets of wood."

The younger Comstock then enumerated the three conspirators who followed Comstock — Payne, Humphries and Oliver (Lilliston running away) — and how they [illegible] went down the companion. His version of the actual horror of the mutiny follows:

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The *Dolphin* then was steered for the Sandwich Islands, arriving at Honolulu on January 16, 1826, the first American man-of-war that ever entered that harbor. The first news of the schooner's arrival there arrived in Nantucket (by way of Canton), on August 26, 1826. The report ran thus: "After a long cruise of five months, we have arrived where there is some indication of civilization, having accomplished the object of our cruise, viz., the taking of the survivors of the crew of the whaleship Globe of Nantucket." This information, so full of hope to the families, was further distorted by the report: "Only two or three survivors of the Globe's crew were ~~[illegible]~~ rescued — the rest are reported killed by the natives."

Among those who wrote Secretary of the Navy Southard for more particular information, was Zophar Coffin, one of the Globe's owners to "relieve the extreme anxiety of friends and relatives at home." None further was forthcoming.

The Dolphin sailed from Oahu on May 11, 1826, and arrived at Ramitera, in the Society Islands, on June 7, 1826. She did not reach Valparaiso in Chile until ~~August 26~~, July 23. Having performed the first such voyage of an American ship of war, the Dolphin's officers and crew were now fully aware of what the whalemen were faced with during their cruising through the Pacific. In their rescue of Lay and Hussey, they had revitalized the Navy's prestige, proving, as Paulding so aptly expressed it, "that no situation was so perilous as to justify despair."

The schooner soon left to rejoin the frigate *United States* at Callao, and on September first, 1826, Lay and Hussey were transferred to that vessel under Commodore Hull, which soon ~~after~~ departed for ~~[illegible]~~ New York. On April 21st, ~~[illegible]~~ a year after they were at Honolulu, the two survivors of the *Globe* arrived in the United States.

Under date of Sept. 4, 1826, Secretary Southard reported: "No information has reached the Department of the result of the expedition on which the U.S. schooner *Dolphin* was despatched to the Mulgrave Islands. ~~whenever~~ it does, it shall be made public."

The *Globe* had returned to Nantucket on November 24, 1824. At this time, Gilbert Smith, George Comstock, Joseph Thomas and the Kidder brothers, were examined by Josiah Hussey. All testified as they had before Consul Hogan, in Valparaiso, six months before. Thomas was arraigned as a party "privy to the intention of mutiny," and held for the U.S. District Court in Boston. After another six months, he was finally tried and acquitted.

The first information as to the identity of the "two or three survivors" of the *Globe*, rescued from the Mulgraves, came on October 26, 1826 — nearly two years after the *Globe* returned home. This was contained in a letter received from Michael Hogan, at Valparaiso, dated July 30, 1826, and reads as follows:

> It affords me great satisfaction to inform you that the U. S. Sch. Dolphin anchored here on the 23rd inst. having on board two of the youths belonging to the Globe, left at the Mulgrave Islands, William Lay and Cyrus M. Hussey, both grown up fine young men, very much liked by their officers. All the rest were killed by the natives, of which no doubt Lt. Commandant Percival has advised; but as this vessel goes direct to Stonington, I conceive it my duty to trouble you with this communication for the information of all concerned.

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A

Much has been made of Joseph Thomas, who returned to stand trial and be acquitted of any part in the actual mutiny. He is mentioned as being a ~~mysterious~~ strange, almost inscrutable figure, and one authority declares his appearance on the Globe is as much a mystery as the character of Comstock, the chief mutineer. But this is not so. From ~~his~~ own testimony, he tells us he went aboard the *Globe* at ~~O~~ Honolulu in December, 1823, together with Payne, Oliver, and the other new hands. He admits his insolence to the captain; describes his flogging for it; denies any connection with the mutiny, and very properly puts the burden of proof on his accusers.

Samuel Comstock did ask Thomas to "go down in the cabin with him" on the night of the mutiny, but Thomas did not commit himself. Thomas also credits George Comstock with the plan to re-take the ship following the death of his brother at the Mulgraves. ~~his return to [illegible]~~ Gilbert Smith takes full credit for navigating the *Globe* back to Valparaiso — a remarkable feat.

But what of Hussey and Lay?

~~Of the nine men marooned at Milli when the Globe [illegible] was re-taken, only two ultimately rescued. What became~~ of These were mere boys at the time of the disaster, but they returned home marked men. Although saved from the massacre of their shipmates, ~~they~~ became virtual slaves. Their bodies were tattooed from neck to feet. After returning to family and friends, they suddenly disappeared aboard whaleships and never again returned to civilization. Did they quietly escape to Pacific Islands? Did they return to their former homes in the Mulgraves?

P.

As if there was not horror enough, Comstock the narrator related how Lumbard, by some miracle, lived until daylight. Then he was dragged on deck and continued to plead for his life. ① Utterly mad with the frenzy of their night's work, the mutineers threw the stricken man over the side. With incredible vitality, the doomed Lombard caught hold of the plank-shear on the hull of the ship. Clinging with his death's grip, he called: "Comstock, you said you would save me!" But the head mutineer kicked at the man's fingers until he lost his hold.

"But he swam very quick," wrote the young brother of the murderer. "After being in the water a minute. we see nothing more of him. A boat was ordered to be hoisted out to pursue him, but thinking the crew would take the boat and go to the *Lyra*, they gave orders not to." It was night and escape would have been simple—escape to the danger of an open-boat voyage would have been preferred.

George Comstock was appointed steward by his brother, probably to guard the food served them. Two days later George discovered the former steward, the negro Humphries, loading a pistol. "I immediately went to Comstock and informed him what was going on in the cabin." Humphries was confronted, told of having "heard something which made him afraid of his life." Comstock, Paine and Oliver demanded the story, whereupon Humphries accused "Gilbert Smith, the surviving boatsteerer, and "Peter Kidder (a man very easily scared), were going to take the ship."

A jury of four men — George Comstock, Rowland Coffin, Silas Payne and John Oliver — pronounced Humphries guilty. It was either that verdict or a similar judgment for Smith and Kidder. The negro offered no resistance. He was probably too overwhelmed with remorse and terror. Comstock ordered him hung from the foreyard, "with everyone to take hold of the rope and run aft" when the signal bell was struck. Humphries murmured: "When I was born I did not think I should ever come to this..." The bell was struck" and he was swung to the foreyard without a kick or a groan, he died immediately."

The *Globe* then was headed for the Kingsmill Islands. The natives, however, proved hostile; one canoe was fired upon

THE MUTINY ON THE NANTUCKET WHALESHIP "GLOBE"
IN THE MID-PACIFIC OCEAN.

In the true stories of the sea there are few that rival in horror the account of the mutiny which occurred on board the Nantucket whaleship Globe in mid-Pacific Ocean in January, 1825. The violence of the mutineers was unprecedented in whaling history; the macabre details read more like one of the "penny-dreadfuls" that supplied sensationalism for the public in the 19th century. But the facts need no embellishment--they constitute one of the most terrible episodes in the annals of seafaring life.

At midnight, with the dark of the tropic night hiding the weapons in their hands, five young mutineers made their way aft along the deck of the whaleship, led by 20-year-old Samuel Comstock. It was the night of January 24, 1824, a date that was to mark not only an unparalleled attack on the officers of the ship but a fierce, raging reign of terror during which, in a space of minutes, the captain and the three officers of the ship were murdered or fatally wounded. What followed was a series of events as illogically as the mutiny itself, in which the chief mutineer attempted to seek a hideaway on a remote Pacific Island; the inevitable quarrel of the conspirators; the escape of six of the faithful whalemen with the ship, and ~~the natural reaction of the natives, and~~ the massacre of most of the unfortunate whalemen marooned on the island, with only two ~~survivors~~ being eventually rescued.

The first full account of the disaster was written by There two survivors — ~~two of the crew who were to survive the mutiny and the ordeal which followed~~ — Cyrus Hussey of Nantucket, Massachusetts, and William Lay of Saybrook, Connecticut — who were among the youngest members of the crew. They titled their slender volume "A Narrative of the Mutiny on Board the Ship Globe," and it was printed by William Bolles, of New London, early in 1828 — less than a year after they were rescued. The sub-title, "The Journal of a Residence of Two Years in the Mulgrave Islands," carries out the story. They were the only survivors of the ship's crew, left behind in these South Sea islands, after ~~when~~ the ship was literally stolen from the mutineers by six of their shipmates also not

"A Narrative of the Mutiny on Board
The Ship Globe of Nantucket"

INTRODUCTION

by
Edouard A. Stackpole

The mutiny which took place on the whaleship Globe of Nantucket on January 25, 1824, was the worst of its kind in the long annals of the whalefishery. It was just before midnight on this fateful occasion that Samuel B. Comstock, ~~young harpooner~~ twenty years old, a harpooneer or boatsteerer, who was the chief mutineer, led his four fellow conspirators to the companionway leading down into the main cabin, ~~of the ship.~~ Within an arm's length, at the wheel was George Comstock, the younger brother of the leader, who had no part in the affair. Startled by the staring faces of the mutineers, the 16-year-old helmsman, asked if it was time to summon the next watch with the rattle. The reply from Samuel Comstock was instantaneous, grating in its ominous portent: "No — and if you make the least damned noise, I'll send you to hell!"

What happened within the next few minutes was mutiny in all its violence and death. The first full account of the disaster was written by two of the crew who were to survive the mutiny and the ordeal which followed — Cyrus Hussey of Nantucket, Massachusetts, and William Lay of Saybrook, Connecticut who were among the youngest members of the crew. They titled their slender volume "A Narrative of the Mutiny on Board the Ship Globe," and it was printed by William Bolles, of New London, early in 1828 — less than a year after they were rescued. The sub-title, "The Journal of a Residence of Two Years in the Mulgrave Islands," carries out the story. They were the only survivors of the ship's crew, ~~marooned~~ left behind in these South Sea islands, when the ship was literally stolen from the mutineers by six of their shipmates also not implicated in the mutiny or plot to take the ship, and the natives subsequently massacred the marooned men.

It is of interest to note that the printing of this volume was undertaken as a joint enterprise ~~on a basis of sales through subscription, as a joint enterprise.~~ Lay made the arrangements with the New London printer, Bolles, for a "book with 150 pages, duodecimo on good paper and lettered, for 18 cents the first 3,000 copies and all over for one shilling."

The book actually made 168 pages. Both Lay and Hussey underwrote the cost of the book by subscription — obtaining customers by selling the volume in advance of printing, board covered for 62 1/2 cents and sheep covered for 75 cents. The first four chapters is of their joint adventures. From a letter dated September 27, 1827, it was apparent that while Lay's account of his adventures comprise the bulk of the volume, Chapters V through VII, and Hussey's narrative is relegated to the final two chapters, it was Hussey who actually revised the manuscript. This is understandable from two points: Hussey was a Quaker and lived in a Quaker community at Nantucket. The mutiny was a sad topic since ~~families~~ relatives of the chief mutineer~~s~~, two of the survivors, and three of the victims lived on the island, and families of other victims and survivors lived on the neighboring island of Martha's Vineyard. Since Lay was actually the first to be rescued and was responsible for Hussey's subsequent rescue, he was the logical narrator for the larger part of the account of the experience in the Mulgraves. Lay was able to get the first 3,000 copies printed for $570, "and they will wait for the pay and take part in books."

In the second decade of the nineteenth century Nantucket was still the greatest whaling port in the world. The little island kingdom in the sea, thirty miles from the New England coast, had been created by a special breed of mariner and merchant — the Quaker whaleman at sea and Quaker ship-owner ashore. When the ship Globe sailed from Old Town (as Edgartown on Martha's Vineyard was called) she was merely another of the Nantucket ships bound on the time-honored kind of voyage around Cape Horn to the South Seas. She was owned by one of Nantucket's oldest whaling firms, Christopher Mitchell & Company, and was on her third voyage.

The Lay and Hussey Narrative, therefore, had a mixed reception in Nantucket for obvious reasons. The mutiny was a distasteful fact, involving not only families but tradition. It was the first incident of its grim character in the island's history and it brought into the open some of the harsh treatment meted out to the foremast hand. But, most startling of all was that the chief mutineer was a native islander, son of a highly ~~respected~~ regarded member of the Society of Friends. At one time [illegible] attended the Nine Partners School in Dutchess County, New York.

It is well to examine the cast of characters as well as the stage in this tragedy of the sea. The officers and crew of the Globe were incredibly young. Captain Thomas Worth, a native of Martha's Vineyard, was the oldest man aboard, and he only ~~thirty-five~~ twenty-nine. Mate Thomas Beetle, also a Vineyarder, was twenty-six and the second mate John Lumbert, a native of Nantucket, was twenty-five. All others in the twenty-one total crew list were young men. Third Mate Fisher of Martha's Vineyard, was twenty years old. Samuel B. Comstock, native of Nantucket and Gilbert Smith, another Vineyard man, both boatsteerers (or the harpooners) were both twenty. Youngest in the crew was John Ignatius Prass, a Portuguese boy of fourteen, ~~only~~ barely five feet one inch tall. George Comstock, brother of the chief mutineer, was only fifteen, second youngest in the crew. Columbus Worth and Rowland Jones, sixteen, were both Vineyard youths, as were the Kidder brothers, Stephen, eighteen, and Peter, twenty-one. Constant Lewis of Tisbury, on the Vineyard, was nineteen, and his fellow townsman John Cleveland was twenty-one. Other members of the crew came from various places in New England. William Lay, 17, and Jeremiah Ingham, 17, both came from Saybrook, Conn. Daniel Cook, 22, a mulatto, was from Boston, Holden Henman, 23, was a native of Canton, Mass., and Paul Jarret, at 24, the oldest of the foremast hands, and a Mashpee Indian was from Barnstable on Cape Cod.

It is a rather extraordinary fact that in their Narrative both Hussey and Lay left out the names of Cook and Jarret in their crew list, although both are listed in the original custom house list.

The ~~ship~~ Globe sailed on December 15, 1822, was forced to return to Holmes Hole, ~~and~~ but finally got under way on December 20. After the usual cruise across the Western ~~islands~~ Ocean the ship reached the Cape Verdes, thence sailed for Cape Horn and the Pacific Ocean, reaching it in March 1823.

Six of these men deserted the Globe at Honolulu in December 1823, on the ship's second visit to the Sandwich (Hawaiian) Islands. The Narrative does not list them but they were Henman, Ingham, Cook, Prass, Jarret and Lewis. They were replaced by seven taken "from the beach", as the expression goes. These recruits were Silas Payne of Sag Harbor;

John Oliver of Shields, England; Anthony Hanson, of Barnstable, on Cape Cod, a Mashpee Indian; Joe Brown, a native of the islands; William Humphries, a Negro, of Philadelphia; Thomas Lilliston, home unknown, and Joseph Thomas, of Norwich, Connecticut. Hanson was shipped as cook and Thomas as steward, but the latter was soon displaced in favor of Humphries~~, a Negro~~. Four of these men were to become the ~~chief~~ mutineers, Samuel Comstock's fellow conspirators. The seventh man was not even mentioned at this period of the events by Lay and Hussey's Narrative. This was Joseph Thomas, truly a man of mystery, who finally makes his appearance in the book on page 17 as one of the "abandoned wretches" shipped at Honolulu (who "frequently were the cause of severe reprimands from the officers") who "received a severe flogging." On page 49 he reappears as one of the men escaping in the ship, and on page 51 the account of his flogging is repeated.

Only the right combination of circumstances could have produced the meeting of these conspirators at Honolulu. But the joining of desperate men with the equally desperate Comstock did come about and the fateful design which followed is now history. ~~and the massacre which followed and by some fateful design this combination did come about~~. One must read carefully the Narrative of Lay and Hussey to grasp the significance of the events. They wrote from first-hand knowledge but they also were well aware that they must protect families and friends. By carefully skirting some obvious situations, they were able to present the main facts. For instance, their assertion that "there had been no abuse or severity which could in the least degree excuse or palliate so barbarous a mode of redress and revenge" is not entirely true as they reveal in such sentences, "Some of the men were determined to leave the ship provided she touched at Fannings Island and we believe had concerted a plan for escape," and in depositions sworn afterwards that there were accounts of ~~was~~ trouble and floggings. Hussey himself, in his deposition on board the Dolphin soon after his rescue, stated that men had complained that they did not have sufficient meat on occasion, and other statements by survivors record that the crew often complained they were not given time enough to eat their meals.

But there is other documentary evidence. In an account written by George Comstock, the younger brother of the arch-mutineer, at the request of Gorham Coffin, one of the Globe's owners, ~~is given~~ another version of the mutiny is revealed.

In his deposition at Valparaiso, on June 30, 1824, Comstock had declared that the "most any of the crew had against Captain Worth" was "his not allowing time enough to eat their victuals." Three or four hours before the mutiny, Captain Worth had flogged Joseph Thomas, one of the new hands shipped at Oahu, for remarking that "it would be a dear blow for him" if the Globe's master dared to whip him. Captain Worth immediately took hold of him (Thomas), "by the colar and whipped him with an end of a rope", the rest of the sailors standing in the waist. All hands were silent except Rowland Jones (the 16-year-old Vineyarder) who asked the others "how they could bear to see the man served that way; after this they all went on the forecastle murmuring and saying they would leave her (the ship) at the first isle they came to." Silas Payne said that if the Captain flogged any more in that way they must tell him to stop....." all this happened on the morning of the day the Mutiny broke out when all the officers were murdered."

And yet, no ~~No~~ matter what reasons for protest existed nothing in them could have justified the brutal murders which took place that bloody midnight in the Globe's main cabin. Only temporary insanity could have set Comstock off to his incredible orgy of savagry. In their description of the night of mutiny, the writers of the Narrative had to lean heavily on the recollection of George Comstock, who was at the wheel and to whom his "unnatural brother" afterwards imparted facts known only to the mutineers. There were no other actual witnesses but these desperate men. Hanson, the cook, in the steerage, reported hearing the noise and the gun shots and then slipping forward to the comparative safety of the forecastle. Gilbert Smith, the other boatsteerer, who Comstock had relieved as the watch on deck, adopted the same tactics. In his deposition at Valparaiso, Smith stated: "I was awakened by a disturbance .... in the cabin .... went to the cabin gangway and saw Samuel B. Comstock with a boarding knife [four feet long, double-edged] in her hand and the state room door in which the second and third mates were then .... Comstock swearing .... he was the Bloody man, he had the Bloody hand and would have revenge." Smith's retreat to the forecastle was immediate and the *Narrative* of Lay and Hussey follows only in part Smith's deposition of a year before.

Comstock's deranged mind now took another tangent, and Lay presents it in his statement to Lieutenant Paulding, Percival, his rescuer, on board the *Dolphin,* which was afterwards recalled by Paulding, ~~Percival~~, thus:

> "After the death of the officers, Comstock made us all live in the cabin with him, where the mutineers used to sing, and carouse, and tell over the story of the murder, and what they had dreamed. Payne and Oliver who could scarcely ever sleep, spoke with horror of the their dreams, and of the ghosts which appeared to them at night, but Comstock always made light of it, and appeared to exult in what he had done. He said once that the Captain came to him with his wounded and bloody head, and showed him what he had done, when he told the Captain to depart and never come again, or *he would kill him a second time.*"

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On January 26, 1824, the *Globe* was cruising near Fanning's Island. The fateful day began with no premonition on the part of those who were to survive and tell the story. Durihg the day, the *Globe* had sighted the whaleship *Lyra*, of New Bedford, under Captain William Joy, a Nantucket man, and the two ships cruised in company, as had happened a few months before when whaling on the Japan Grounds. Captain Worth gave orders that a light must be hung in the main rigging, so that the officer of the deck could give the proper signal at night when he tacked ship, so that the *Lyra* could follow the course.

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implicated in the mutiny or plot to take the ship, ~~and the natives subsequently massacred the marooned men~~.

~~It is of interest to note that~~ The printing of this volume was undertaken as a joint enterprise. Lay made the arrangements with the New London printer, Bolles, for a "book with 150 pages, duodecimo on good paper and lettered, for 18 cents the first 3,000 copies and all over for one shilling." The book actually made 168 pages. Both Lay and Hussey underwrote the cost of the book by subscription — obtaining customers by selling the volume in advance of printing, board covered for 62 1/2 cents and sheep covered for 75 cents. The first four chapters is of their joint adventures. From a letter dated September 27, 1827, it was apparent that while Lay's account of his adventures comprise the bulk of the volume, Chapters V through VII, and Hussey's narrative is relegated to the final two chapters, it was Hussey who actually revised the manuscript. This is understandable from two points: Hussey was a Quaker and lived in a Quaker community at Nantucket. The mutiny was a sad topic since relatives of the chief mutineer, of two of the survivors, and of three of the victims lived on the island, and families of other victims and survivors lived on the neighboring island of Martha's Vineyard. Since Lay was actually the first to be rescued and was responsible for Hussey's subsequent rescue, he was the logical narrator for the larger part of the account of the experience in the Mulgraves. Lay was able to get the first 3,000 copies printed for $570, "and they will wait for the pay and take part in books."

In the second decade of the nineteenth century Nantucket was still the greatest whaling port in the world. The little island kingdom in the sea, thirty miles from the New England coast, had been created by a special breed of mariner and merchant — the Quaker whaleman at sea and Quaker ship-owner ashore. When the ship Globe

It appears, from the Comstock account that Humphries, the black mutineer, had been holding the lighted lantern, and Oliver, the fourth member, also struck the Mate during the struggle. Having now accounted for Captain Worth and Mate Beetle, Samuel Comstock prepared to kill the remaining two officers, Second Mate John Lombard and Third Mate Nathaniel Fisher. Going up to the deck, he lighted another lantern at the binnacle, having collected and loaded two muskets, both equipped with bayonets. His brother, George, was still at the wheel, frightened , and now in tears, and when Samuel asked him why he was crying the younger brother confessed his fear of being hurt. The bitter reply was that "they would hurt him if he talked that way."

Only two other members of the crew had been aft during the time the murders had been taking place in the cabin. Thomas Lilliston, who had agreed to join the mutineers, had come aft with them carrying an axe. When his companions had made their way down the companionway, Lilliston turned back and slinked forward to hide. Rowland Worth, One of the younger hands on watch, saw him, with the axe still in his hand, and promptly crawled under the forecastle head, expecting to be attacked. But all this member of the mutineers wished, at this time, was to escape himself.

The other man coming aft that night was Gilbert Smith, the boatsteerer who had just gone off watch when Samuel Comstock took his turn. In the forebeaten Comstock stomped away declaring, in a theatrical way, "I'll have your heart's blood for this."

When Fisher dropped the gun, Comstock quickly retrieved it, and with no warning plunged ~~it~~ the bayonet into Lombard's body. Withdrawing the lethal blade he thrust it twice again into the stricken man. Turning to Fisher, Comstock cried: "There is no hope for you, either! Remember the scrape you got me in a-wrestling--I told you I!d not forget!"

In the narrative of George Comstock, at this point, Fisher, resigned to his fate,"turned himself around, back too, and told him he was ready. Comstock then put the muzzle of the gun to his head and fired, killing him instantly." But the tragic scene was not ended. Lombard, lying half in and half out of the small stateroom, implored Comstock to save his life. The narrative gives the grim details.

> "Comstock's reply was that he was a bloody man, he had a bloody hand, and would be revenged. He then ran [the bayonet] through his body again, and he [Lombard] then begged for water. Comstock told him he would give him water, and then run him through again and left him for dead."

In the incredible sequence, the arch-mutineer had become the murderer of the entire set of officers of the whaleship. The cunning of the plotter had now become the half-crazed violence of a man whose mind had become completely mad. But it was the type of madness which was succeeded by the shrewd calculations of a cold-blooded murderer. A few hours later, when the bodies of the dead Captain Worth and Mate Beetle had been thrown into the sea through the cabin windows, and those of Fisher and Lombard were dragged to the deck, Lombard was found to be still living, and even called out for mercy. Comstock's answer was to order him thrown over the side. With a superhuman vitality, the Second Mate caught hold of the plank-shear on the ship's side, where he clung for a moment, calling out: "Comstock, you said you would save me." But the only answer was Comstock kicking at the doomed man's hands until he fell into the sea. Even then, he attempted to swim, and for a brief time it was believed one of the boats would be lowered. But Comstock, evidently fearing the crew would attempt to escape in the boat, changed his mind.

It was still night and in the darkness the light from the Lyra, still in company, could be discerned. Comstock immediately ordered the Globe's signal lantern be retained, ~~and~~ but changed course, so that by morning the two vessels were out of sight. ~~Taking command from the outset~~ Now, in complete command of the ship, Comstock ordered the cabins cleaned, the small arsenal of muskets and ammunition guarded, and appointed his brother George as steward--unquestionably to guard the ship's supplies. Oliver, the fellow mutineer, was sent down into the forecastle to arouse the crew, and as soon as they reached the deck the men were

MUTINY AND MURDER AT SEA--THE STORY OF THE NANTUCKET WHALESHIP "GLOBE."

BY

Edouard A. Stackpole

66

In the annals of the sea there are but few true stories that may rival, in its frightening detail, the mutiny which took place on board the whaleship Globe of Nantucket, which took place at night in mid-Pacific Ocean, on January 26, 1824. The bloody details read like some of the "penny-dreadfuls" which provided lurid and sensational stories during the last century. But the facts need no embellishment. They constituted one of the most terrifying accounts in whaling history, marking the unstrained violence of a band of mutineers whose desperate efforts resulted in their capture of the ship and ultimately brought about the terrifying climax in death and destruction.

It was at midnight when, with the gloom of the deck hiding their varied weapons, five young mutineers[1] led by 21-year-old Samuel Comstock, made their way aft to the cabin companionway. At the wheel was the 17-year-old brother of Comstock--George Comstock--both native Nantucketers.

"If you make the least dammed bit of noise," said the leading mutineer in a low but clear voice, "I'll send you to hell!"

Thus did Samuel Comstock announce to his startled brother the first rush of the reign of terror that swept down the companionway to the after cabin, and in the space of a few minutes this portion of the ship became the scene of violence unprecedented in whaling history. It was the first fierce scene in a drama that created succeeding scenes as the play developed and the grim climax ultimately rang down the macabre curtain.

The first full account of the mutiny was written by two of the survivors--William Lay and Cyrus Hussey--among the youngest of the crew, who not only lived through the mutiny but were spared by an incredible series of adventures and were rescued. The slender volume, titled, "The Narrative of The Mutiny on Board The Ship Globe," and was printed by a New London printer, William Bolles, in that city, in 1828, less than two year after they returned home. It is as much an account of their lives as prisoners of the natives of the Mulgrave Islands (where the ship had

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by

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In the wide range of true stories of the sea there are but few that may rival in horror the mutiny on board the whaleship Globe of Nantucket on January 26, 1824, while the ship was cruising in mid-Pacific Ocean. At midnight, a small band of desperate men, led by a young whaleman named Samuel Comstock, began to carry out a planned scheme to take the ship by violent means. It was a night of bloody terror. The details read like one of the penny-dreadfuls" which provided such lurid and sensational stories during the early 19th century, but in this case the facts needed no embellishment, as the action of the mutineers bordered on madness. The tragic events of that night had, as a sequel, part of the crew marooned on a South Sea island, and a remarkable and stirring climax.

As has been stated , the fateful events on the Globe began at midnight, when, in the gloom of the sail-shrouded deck, the mutineers, with Comstock leading, made their way quietly aft toward the companionway leading down to the main cabin. At the helm stood George Comstock, the 17-year-old younger brother of the mutineer chief. Surprised, and noting the men were holding weapons, George asked his brother what was going on, but was told to keep the sails filled, an order growled several times during the night. At midnight, George Comstock was to be relieved at the helm, and he raised the wooden rattle, used to summon his relief. At this moment, his older brother suddenly faced him.

"If you make the least damned bit of noise," said Samuel Comstock, "I'll send you to hell!"

Thus, did the leader announce to his startled brother that the planned mutiny had begun. In the next few minutes Samuel Comstock led his companions down into the main cabin; to begin a sequence of bloody attacks on the ship's officers which, for its violence,was unprecedented in whaling history and has little to equal it since.

The first account of the mutiny was written by two of the Globe's crew--William Lay and Cyrus M. Hussey--who had not only lived through the tragedy on board the ship but had survived the incredible aftermath of nearly two years as prisoners of South Sea islanders. Titled, "A Narrative of the Mutiny on Board the ship Globe," this slender volume was printed in 1828 in New London, Conn., by William Bolles, barely a year after they came home. It is as much an account of their lives as prisoners

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In the wide range of true sea stories there are but few that may rival the mutiny which took place in mid-Pacific Ocean on board the whaleship *Globe* of Nantucket. At midnight, on January 26, 1824, a small band of mutineers, led by a young whaleman named Samuel Comstock, carried out their plot to take the ship by the most violent of means. The details read like one of the "penny-dreadfuls" which provided such lurid and sensational stories during the 19th century, but in this case the facts needed no embellishment, as the unrestrained actions of the mutineers bordered on madness. The tragic events of that night had, as a sequel, an adventure on a South Sea Island and a stirring climax.

As has been stated the fateful consequences of that January night aboard the *Globe* began at midnight, when, with the gloom of the sail-shrouded deck hiding their movements, four desperate men, with Samuel Comstock leading, made their way aft toward the companionway entering the after cabin. At the helm stood George Comstock, the 17-year-old brother of the mutineers' chieftain, who in a bewildered voice began to question his older brother as to why the watch was being relieved before its time was up. He raised the wooden rattle; the usual signal.

"If you make the least damned bit of noise," was the reply, in tones that grated low in his ear, "I'll send you to hell!"

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of the natives of the Mulgraves as of the mutiny, and has become an important basis on which to enlarge the story from facts uncovered later.

As with all sea stories, the account begins with the departure of the whaleship Globe from Nantucket early in December, 1822. Due to the shoal water caused by sandbars stretching across the mouth of the harbor it was the custom of many whaleships to cross the sound to Edgartown, on the neighboring island of Martha's Vineyard, to complete the fitting out procedures. Nantucket was the greatest whaling port in the western world at this time, and during this year some 40 whaleships cleared from this venerable Quaker seaport.

The Globe was beginning her fourth voyage to the Pacific Ocean, having been built at Scituate, Mass., in 1815, for Christopher Mitchell & Company. She had been a money maker for her owners, bringing home more than 2,000 bbls. of oil on each of her previous voyages. With three masts, of 293 tons burthen, she was approximately 95 feet long, with a beam of 25 feet, and a 14 feet depth of hold, ahe was a good example of a typical whaleship of the period.

It is significant to note that the officers and crew of the Globe were incredibly young. Her master, Captain Thomas Worth, at the age of 29 was the oldest man on board, and he was a native of Edgartown, on Martha's Vineyard, as was his first mate, William Beetle, who was twenty-six. The second mate, John Lombard, aged 25, and the third mate, Nathaniel Fisher, were also residents of the Vineyard, the latter being barely 20 years old. Several crew members were also natives of Martha's Vineyard, while five of the crew were Nantucket men, led by a young boatsteerer (harpooner) named Samuel Comstock, whose 15-year-old brother George accompanied him, both sons of Nathan Comstock, a respected member of the Society of Friends, who had served as teacher and bank cashier on Nantucket before moving to New York City. The second boatsteerer was Gilbert Smith, a Vineyard man, who was the same age as Samuel Comstock at 20 years.

The crew averaged an even younger age. Other Martha's Vineyard men signed on were John Cleveland, aged 21; Constant Lewis, of Tisbury, aged 19; Peter Kidder, aged 21, and his brother, Stephen, 18; Other crew members hailed from various places: William Lay, aged 17, came from Saybrook, Conn., as did Jeremiah Ingham, also 17; Holden Henman, 23, was a native of Canton, Mass.; John Ignatius Prass, aged 14, a Portuguese by, was the youngest crew member on board; Columbus Worth, and Rowland Jones, both of the Vineyard, were 16 years old each; from Boston came Daniel Cook,

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escaped with the ship. Not so most of the others. With the exception of Oliver and Lilliston, the young men--they were little more than youths--were now revived after the first shock. As they gazed at the wide expanse of ocean where the Globe had lain at anchor, they were suddenly aware that with her disappearance there was hope she would reach a civilized port where help could be obtained--and their rescue effected.

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The full story begins, as in all sea accounts, with the departure of the whaleship Globe from Nantucket early in December, 1822. Due to the sand bars stretching across the mouth of the deep harbor, it was the custom for a number of vessels to cross the sound to Edgartown, on the neighboring island of Martha's Vineyard, to complete her fitting out. At this time Nantucket was the greatest whaling port in the world, and during this year forty whaleships sailed from this venerable seaport. The Globe was owned by Christopher Mitchell & Co., and her master was Captain Thomas Worth, a native of Edgartown, as was the First Mate, William Beetle. Several others in the crew were Martha's Vineyard men. Five Nantucket men were on board, notably a young boatsteerer (harpooner) by the name of Samuel Comstock, and his 15-year-old brother George, both sons of Nathan Comstock, a member of the Society of Friends, who had occupied positions on the island as a teacher and bank cashier, and who had moved to New York three years before the ship sailed.

It may be well to survey the cast of characters who were to take part in this sea drama. The Globe--the floating stage--was beginning her fourth voyage, having been built in 1815 at Scituate, Massachusetts. She had been a money-maker for her owners having brought home more than 2,000 bbls.of sperm oil on each of her previous three voyages, and the prospects for another successful voyage to the Pacific Ocean was predicted. The officers and crew of the ship were incredibly young. Captain Thomas Worth was the oldest man on board, and he was only twenty-nine years old. The First Mate, William Beetle, was twenty-six, and the Second Mate, John Lombard (or Lumbert) was twenty-five, while Nathaniel Fisher, the Third Mate, was was barely twenty years of age.

The crew averaged an even younger age. The boatsteerers, as the harpooners were termed, were Samuel Comstock and Gilbert Smith, were both twenty. Other Vineyard men, with Smith, were John Cleveland, aged twenty-one; Constant Lewis, of Tisbury, nineteen; the Kidder brothers, Stephen and Peter, were eighteen and twenty-one respectively; Columbus Worth and Rowland Jones were sixteen; George Comstock, of Nantucket, was sixteen. Other crew members were John Ignatius Prass, a Portuguese boy, who at fourteen was the youngest on board; William Lay, seventeen, came from Saybrook, Conn., as did Jeremiah Ingham, also seventeen; Hlden Henman, twenty-three, was a native of Canton, Mass.; Daniel Cook, of Boston, of the natives of the Mulgrave Islands, as of the mutiny itself. It became the basis on which to enlarge the story from facts uncovered in later years.

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a mulatto, was twenty-two; Cyrus Hussey, of Nantucket, was seventeen; and Paul Jarret, of Barnstable, a Mashpee Indian, completed the original crew. A man named Nahun McLurin, of Bridgewater, who had signed on for the voyage, was taken out of the ship "by order of law," and his place taken by Constant Lewis, of Tisbury, a nineteen-year-old farm boy from the Vineyard. It is a strange fact that in their account of the mutiny and voyage Lay and Hussey never included Cook or Jarret in their list of crew members.

The Globe began her voyage with a touch of sailors' superstition. Leaving Edgartown of December 15, 1822, she carried away the cross-jack yard and returned to port for re-fitting, and sailed again on December 19, but was forced to drop anchor at Holmes Hole (Vineyard Haven). Finally, the ship got under way on December 20, and proceeded to sea. This delay was considered a bad omen, although the previous excellent record of the ship would tend to place her in a highly favorable light. As a whaleship the Globe was typical of her times, being ninety-five feet in length, in beam measuring twenty-six feet nine inches, and thirteen feet, 5 inches depth. She had a square stern and was of 293 tons burthen.

Experiencing a heavy northwest gale on January 1, 1823, Lay and Hussey recorded: "The scene presented to our view was one of terrific grandeur, as well as of real danger, but as the ship scudded well, and the wind was fair, she was kept before it.....although the sea frequently threatened to board us." On January 9, they reached the Cape de Verde Islands, a fast passage of twenty days across the Western Ocean. Crossing the equator on the 17th they shaped a course for Cape Horn, and took their first whale--a large sperm, which yielded 75 bbls. of oil. After passing the Falkland Islands, the Globe doubled Cape Horn on March 5th, and headed northward into the Pacific Ocean, Up to this time, the voyage had been of the usual pattern of whaleships.

After two months of cruising along the "off-shore grounds," well at sea off the coasts of Chili and Peru, and on to ~~as well as at~~ the Galapagos Islands, the ship headed along the "line," as the equator was called, and on May 1st arrived at the Sandwich Islands--the Hawaiian Islands. After putting in supplies at Honolulu, the Globe sailed for the famous Japan Grounds, where they cruised with the ships Palladium, of Boston, and the Pocahontas of Falmouth.

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The Globe began her voyage with a touch of sailors' superstition. Leaving Edgartown on December 15, 1822, she carried away her cro'-jack yard in a squall and returned to port to refit the yard. Sailing again December 19 she was forced to drop anchor again at Vineyard Haven, only a few miles away, due to contrary winds. Finally, she got under way on December 20 and proceeded to sea. Such delays were considered a bad omen by some hands, notwithstanding the ship's previous record of success.

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After two months of cruising on the "off-shore" grounds, well at sea off the Peruvian coast, the ship went on to the Galapagos Islands, then headed west along the "line," as the equator was called. On May 1, 1823, the Globe arrived at the Sandwich Islands--the Hawaiian Islands--dropping anchor in Honolulu harbor. After getting aboard needed supplies, the ship sailed for the "Japan Grounds," a considerable distance away, which had only recently been found to be one of the most prolific whaling areas in the Pacific. Here the ship met and cruised with several whaleships, including the ~~the ships~~ Palladium of Boston and the Pocahontas, of Falmouth, both under Nantucket captains.

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It was during the cruising period "on Japan" that an incident took place on the Globe's decks which would have a fierce sequel a few months later. The ship was sailing in company with the Enterprise, also a Nantucket whaleship, and after several successful days, during which several whales were taken, the two vessels hove to and the crews exchanged visits in the traditional custom of a "gam." Samuel Comstock, who had a reputation as a rough-and-tumble fighter (according to his elder brother, William), challenged others to a wrestling match. Nathaniel Fisher, the Globes's third mate, promptley accepted. George Comstock recounted the episode:

> "Fisher, who being very athletic, took Comstock up and handled him very easy. This made him ashamed and he got into a passion and struck at Fisher, who .... laid him on the deck pretty hard. Comstock then told him he would have his heart's blood for this. But Fisher thought nothing of it."

That Samuel Comstock's hatred for his conqueror became a smouldering part of his plot of mutiny, ~~and~~ ~~would~~ to become a flaming reality on the fateful night, and was another proof of the twisted nature of the man. Only companions as bitter and revengeful as he could have joined in the bloody and insane act in which the ship was then taken.

The long cruise on the Japan Grounds proved highly successful, and Captain Worth was able to stow 550 barrels of sperm oil below hatches. The ship had been at sea for nearly five months, and the prospect of returning to Honolulu for fresh provisions and opportunity for shore leave was welcomed by all hands. It was during this part of the voyage that Lay and Hussey, in their story of the mutiny, wrote: "many complaints were uttered by the crew among themselves with respect to the manner and quantity in which they received their meat. ....!"24 In several of the statements recorded by the survivors the fact that the food for the crew was often not adequate, and the men not allowed time in which to eat, were the chief criticisms. Like Gilbert Smith, the other boatsteerer, Samuel Comstock was allowed to eat in the cabin with the officers, and also had a berth in the steerage, in the after part of the ship, just ahead of the main cabin, where the cook and steward had berths, as well. Thus, the whaleships of the time were divided into three sections as regards the officers and crew; the forecastle for the crew, the steerage for the boatsteerers, cook and steward and often the blacksmith, and the main cabin for the captain and the mates.

The Deserters and Replacements at Honolulu-- [redacted] the Drama Begins.

No sooner had the ship dropped anchor at Honolulu than the second act in the drama of the Globe Mutiny began. Six members of the crew deserted, and secreted themselves ashore. Captain Worth was able to capture two of them, and promptly placed them in irons, but during the night one of the two managed to slip his hands free and promptly released his companion, and both escaped again to the shore. Some time within the next few days six men found in Honolulu were signed on as replacements for the deserters. Although the Hussey & Lay narrative does not list the crewmen who "jumped ship" their names were Henman, Cook, Prass, Jarret and Lewis. Those who were recruited to replace them were: Silas Payne, of Sag Harbor; John Oliver, of England; Anthony Hanson, of Barnstable, Cape Cod, of Indian blood; Thomas Lilliston, home not given; William Humphries, a black man, of Philadelphia; Joe Brown, a native Hawaiian; and Joseph Thomas, of Norwich, Conn. Another crew member, Joseph Cleveland, was discharged because of illness.

Four of the seven new hands were to become associated with Samuel Comstock as mutineers, and only one of them, Joseph Thomas, managed to escape either the consequences of the act and his subsequent trial. It is, again, an unusual fact that Thomas was not mentioned as an accomplice in the Lay & Hussey narrative of the disaster which was soon to occur. Joseph Thomas was truly a man of mystery. He was an American citizen, having been born in Connecticut, but little else is known about his life.

Perhaps the best account of the hours just before the murderous attack by the mutineers was given by George Comstock, the 16-year-old younger brother of the chief mutineer. In a statement prepared for Gorham Coffin, one of the owners of the Globe, he wrote:

> "It was Sunday, January 26, 1824, and the ship had run down to the southward of the equinoctial line, cruised a short time for whales then shaped our course .... for Fanning's Island. The sun rose proud and magnificent, and spread her warm rays over the unhappy mortals it should never behold on earth again. About 7 o'clock we were told to get breakfast; we retired to the forecastle and the officers to the cabin. .... We had a large supply of provisions on board, but when we went down to meals we would scarcely have the victuals brought down before the 2nd Mate would come with this cry: 'Where are you there, forward! Come out of that, or I will be among you.' Then, if we did not start immediately, the Mate or the Captain would come along, also, and with oaths threaten to break our backs if we did not come up the instant after we were called."

The new members of the crew were, according to Comstock and the other survivors, "a rough set of cruel beings," and the treatment by the ship's officers gave them all the excuses necessary to complain. Perhaps Captain

Worth believed strong discipline would keep the new recruits in line more readily, but it proved to be of an oppoisite reaction. George Comstock's account gives us the only contemporary picture of what took place aboard the Globe just preceding the mutiny.

> "On this day Captain Worth came and ordered us out of the forecastle with his usual oaths and threats. When we came up he ordered us to take a pull at the fore brace, and while this was being done he spoke to one of the men somewhat in this manner: 'I will knock the hell out of you if you don't come out of the fo'c's'le quicker next time!' The man replied: 'You will pay for it if you do.'

Other reports in depositions revealed the rebellious sailor was Joseph Thomas, one of the new hands brought aboard in Honolulu. In a statement by Gilbert Smith, a boatsteerer who later played a leading role in the escape of five survivors, Joseph Thomas "insulted the Captain, for which he was whipped with the end of the main buntline." Again, we must go to George Comstock's account for the details of that morning of Januaty 26, 1824, when the youthful narrator wrote:

> "Captain Worth then struck him [Thomas] with his fist, but the man by flinchin, escaped the blow and ran forward. The Mate followed him and took him aft. The Captain, after catching him by the throat began whipping him witha 2 1/2 inch rope. We all assembled aft; some where for speaking to the Captain not to whip the man so unmercifully, but none had heart to speak. One of the boatsteerers came and told us to revenge it, and he would see us out, but we did not want to do anything to produce a quarrel with the officers. When the Captain had whipped the man until he had bruised his back in a shocking manner he sent him forward."

There can be little doubt that the boatsteerer who then called for the men to revolt was Samuel Comstock, the boatsteerer (as the harpooners were called), but aside from the obvious revulsion at witnessing such a beating no members of the crew volunteered to step forward and protest.

Shortly after this episode the Globe sighted the whaleship Lyra, of New Bedford, Captain Joy, a Nantucket man, and the two ships sailed in company, as they had previously done while on the Japan Grounds. As was the custom during these "gams" several boat crews visited the other ship. The Globe was intending to cruise to Fanning's Islands, a few miles south, and George Comstock declared he and a number of his shipmates intended to escape to the woods at Fanning' Island, He wrote: "I had been well used by the Captain, but forseeing there would be some noise between the crew and the officers I was determined to leave the ship to get rid of such dissension."

But the Globe never reached Fanning's Island. AFter agreeing to sail

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But the Globe never reached Fanning's Island. After agreeing to sail his loins.... I said to him, 'Well, young man, do you wish to return to your country?' His eyes filled with tears as he replied: 'Yes, sir; I know of nothing that I have done for which I should be afraid to go home.'"

On board the *Dolphin*, Captain Percival took statements from both Lay and Hussey. These have recently come to light and corroborate ~~the~~ several depositions made by the *Globe's* crew at Valparaiso. Lieut. Paulding also recorded a statement by Lay, which is illuminating:

where the ship had lain at anchor, saw in her disappearance the only means they could hope to feel would lead to their deliverance.

castle he had distinctly heard the sounds of death coming from the cabin aft, and regaining the deck he crept XXX to where George Comstock stood transfixed at the wheel. In a minute the dreadful truth of what had happened below was imparted, and he quickly went forward again to enter the forecastle. As the man who later played a major role in saving the ship, Smith did nothing to rally the crew, as the shock of the fate of Captain Worth and Mate Beetle completely unnerved him at this moment.

ordered aloft to set all sail, and when morning dawned the Globe and the Lyra had lost sight of each other.

The ten members of the ship's crew who had been in the forecastle or part of the deck watch during the mutiny were completely dazed by the violence of the night, and the sight of the bodies of Fisher and Lombard had unquestionably unnerved them. In his comments on the situation on the Globe at this moment, Gorham Coffin, one of the owners, was bitterly critical of the role played by Gilbert Smith, the boatsteerer, who he declared should have taken the initiative and rallied the crew. Mr. Coffin wrote:

With a grim clarity they remembered how fate had brought them to their preseht situation. A year and ten months before, on the morning of February 18, 1825, they were among nine men in their encampment on Mili the boat, when their work was finished, and leave the island.

But these same five were not thinking too clearly, either. One day they were permitted to go on an exploratory expedidtion and carried with them some loaded muskets. In stead of organizing an attack on Payne's group, they fired the muskets so as to astound the natives. The islanders could not help but observe these weapons had to be loaded on each occasion --that they were not magic in white men's hands. But these natives remained friendly, and by barter exchanged foodstuffs for pieces of iron the same time forced to watch the progress of the search. William Lay and Cyrus Hussey, captives of the natives, were being taken from place to

An immediate search was made for evidences of the Globe's landing, and with this discovery, the island called Mili was identified. The Mulgraves were formed like a great necklace of coral islets, enclosing a great lagoon, stretching for miles, across which the natives sailed their canoes expertly and rapidly. Percival did find an opening leading into this huge lagoon, but not deep enough for the schooner to get through safely. ~~and~~ Lieut. Hiram Paulding was placed in command of the Dolphin's launch with 11 men and ordered to make a complete search for the missing survivors of the Globe's original landing. While the launch

The unfitness of Payne as a leader became quickly ~~shown~~ evident: The natives soon assembled at the encampment, inquiring as to what had happened to the ship, and Payne conveyed to them that the wind had forced her to sea, and that she would return. He immediately, with Oliver, began to build up one of place among the islands, concealed from the Navy men, and yet fully aware of the entire situation. As they watched their anxiety heightened on each occasion, as they remembered the horrible experiences in which they had been saved.

It had been a year and ten months before when, on the morning of February 18. 1825, when the nine men from the Globe awoke in their encampments on Mili Island to find themselves abandoned. "The ship is gone! The ship is gone!" was the cry that echoed and re-echoed. Silas Payne, now the leading figure, became enraged, uttering a volley of threats at the departed escapees, and ranting like a madman. Not so his companions, with the exception of Oliver and Lilliston. The young men--little more than youths--as they gazed at the wide expanse of ocean

The Globe sailed on December 15, 1822, was forced to return to Holmes Hole, but finally got under way on December 20. After the usual cruise across the Western Ocean, the ship reached the Cape Verdes, thence sailed for Cape Horn and the Pacific Ocean, reaching it in March 1823.

Six of these men deserted the Globe at Honolulu in December 1823, on the ship's second visit to the Sandwich (Hawaiian) Islands. The Narrative does not list

The Fate of the Marooned Crew--The Survival Of Hussey and Lay.

Unaware that any of the crew of the *Globe* were living here, ~~still alive,~~ but fully aware the natives had removed almost all the evidence that they were in these islands, Lieutenant Percival was determined to carry out his search. At this time there were two young men still alive--survivors of a massacre of their shipmates by the natives--and these two were William Lay and Cyrus Hussey, both 17 years old, who had been separated and concealed from the *Dolphin's* hunting parties. With each approach of their hoped for rescuers the anxiety of these two young whalemen heightened. The memory of their original capture returned.

With a vivid clarity their thoughts returned to that time, ten months before. On the morning of February 18, 1825, when the encampment on Mili Island ~~who~~ awoke to find they had been abandoned. "*The ship is gone!*"

them of considerable size, with thick growths of cocoanut and breadfruit trees, and deep water right up to the coral reefs.

As the Dolphin approached the shore, and soundings indicated it was possible to get close in, all hands gazed along the palm fringed beach, alert for any signs of the marooned crew of the Globe. But only a few natives were seen; not a single indication of the whalemen, although the schooner sailed for miles along the coral shores. A cutter was then lowered and search parties organized. It was Lieut. Percival and his party which found the first signs that the whaleship had landed supplies here when he found some whaleboat oars, ash planking and sail canvas.

On Nov. 29, one of the cutter's parties, under Lieut. Horner, uncovered a shallow grave in which the body "supposed to be the remains of Comstock" were found. Besides the launch two cutters were employed, and the search was thorough. The natives became uneasy but the disciplined appearance of the search parties prevented any attack by the islanders. It was now ascertained that the Mulgraves were so formed as to become a gigantic coral necklace, enclosing a huge lagoon, stretching for miles to form a watery area across which the natives sailed their canoes rapidly. An opening was found from the sea, ~~but~~ It was not deep enough to permit the Dolphin to enter, but did allow the launch to get through into the lagoon.

Then began a deadly game of hide-and-seek. When the cutters and the launch would search, the natives would hastily move from island to island. Not a bit of evidence that any white men were in existence could be found. Lieutenant Percival decided to place the big launch ~~into the lagoon,~~ under the command of Lieut. Hiram Paulding, with Midshipmen Davis, Schermerhorn and McBlair and seven men, for a close survey. During the time the launch pursued his course in the lagoon, Lieutenant Percival sailed the schooner along the seaward perimeter, so that the searching parties were in constant touch with the Dolphin. The natives were wary; even sending an obvious spy on board the schooner in an effort to learn something of the white man's intentions. As the native chiefs had no garb to distinguish them as such, Percival was unable to locate them for an interview, and the search continued.
